





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "POWAN," ..... 2,138 tons ..... Captain W. A. Valentine.  
 " " "FATSHAN," ..... 2,260 " ..... " R. D. Thomas.  
 " " "KINSHAN," ..... 1,995 " ..... " J. J. Lossius.  
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).  
 These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River.  
 Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," ..... 2,363 tons ..... Captain H. D. Jones.  
 Departures from Hongkong to Macao on week days at 2 P.M.  
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.  
 Departures from Macao to Hongkong on week days at 7.30 A.M.  
 On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," ..... 2,190 tons ..... Captain T. Hamilton.  
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.  
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO. LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," ..... 588 tons ..... Captain J. Wilcox.  
 " " "NANNING," ..... 569 " ..... " C. Bulchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO. LTD.

Hongkong, 5th November, 1906.

## JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAVA	Second half November	JAPAN	Second half November
TJILIWONG	JAPAN	Second half November	JAVA PORTS	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375,  
YORK BUILDINGS, 1st Floor,  
Hongkong, 19th October, 1906.

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 4 DAYS. THE steamers sail from HONGKONG to SAMSHU, SHUIHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

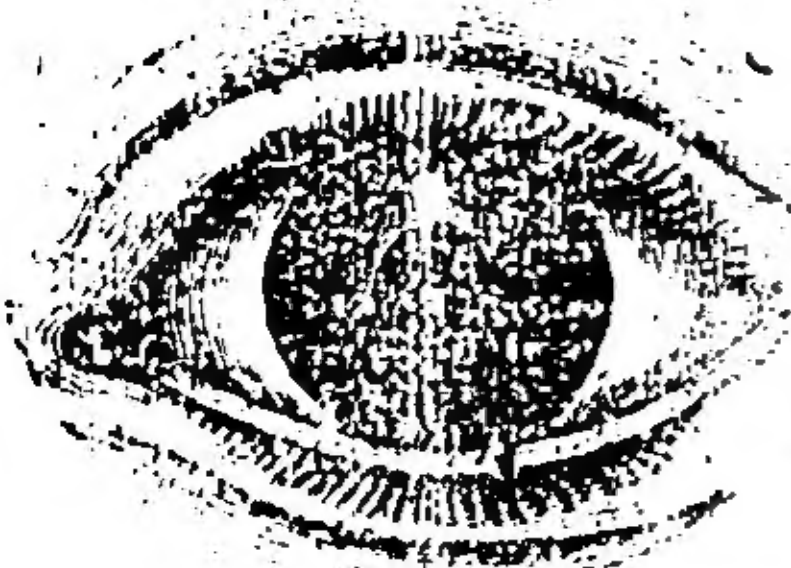
Fare for the Round Trip ..... \$30  
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.  
 For further information, apply to—

BUTTERFIELD & SWIRE.

AGENTS,  
WEST RIVER BRITISH S.S. CO.  
HONGKONG.

Hongkong, 6th October, 1906

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,  
37, John Street, Bedford Row, W.C. 53, Bentinck Street. 556, Nanking Road  
Hongkong, 27th November, 1905.

## Dentistry.

Dr. M. H. OHAUN,

THE LATEST METHOD

of the  
AMERICAN SYSTEM OF DENTISTRY,  
37, DES VOUX ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 2nd July, 1906.

TSIN TING.

LATEST METHOD OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUER STREET.

REASONABLE FEES.

Consultation Free.  
Hongkong, 20th July, 1904.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEY SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;  
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 21st day of November, 1906, at Noon, 355 Steamship ROON, Captain G. Meiners, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port for above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 19th November, Cargo and Special will be received on Board until 5 P.M., on TUESDAY, the 20th November, and Parcel will be received at the Agency's Office until NOON, on TUESDAY, the 20th November.

Quotations of Packages are required. No Parcel Receipts will be signed for less than 2 1/2 cwt. Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Luggage can be waited on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

## RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class.	2nd Class.	3rd Class.
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£21. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	48. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Hong Kong.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 11th December.
SANDAKA	1,793	TUESDAY, 6th January.
MANILA	1,790	TUESDAY, 5th February.

ON TUESDAY, the 11th day of December, 1906, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	£28. 0. 0.	£11. 0. 0.	£4.00
Return	£42.00	£17.00	£6.00
TO BRISBANE	£30. 0. 0.	£14. 0. 0.	£5. 0. 0.
Return	£44. 0. 0.	£21. 0. 0.	£8. 0. 0.
TO SYDNEY	£33. 0. 0.	£15. 0. 0.	£5. 0. 0.
Return	£49. 0. 0.	£23. 0. 0.	£9. 0. 0.
TO MELBOURNE	£34. 0. 0.	£16. 0. 0.	£6. 0. 0.
Return	£52. 0. 0.	£26. 0. 0.	£10. 0. 0.
TO YOKOHAMA	\$80.00	\$40.00	\$20.00
Return	\$120.00	\$60.00	\$30.00
TO KOBE	\$95.00	\$47.50	\$23.75
Return	\$142.50	\$71.25	\$35.62
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$70.00	\$35.00

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
from Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR STEAMER ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ REGENT LUITPOLD, WEDNESDAY, 21st Nov.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH, WEDNESDAY, 5th Dec.
YOKOHAMA & KOBE	SANDAKA, WEDNESDAY, 19th Dec.

\* Reaching Yokohama in less than 5 days.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co. & O. S. S. Co. T. H. & from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH & SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

## NORDDEUTSCHER LLOYD.

For further Particulars apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 14th November, 1906.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.6 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

## BARGAIN

FOR 10 DAYS ONLY.

## A LARGE CONSIGNMENT

OF

HENNESSY'S

BRANDY

AT

\$21.00 PER CASE OF 1 DOZ. (CASH).

Orders will be received by—

A. CHAZALON & CO.,

6, Queen's Road,

Hongkong, 7th November, 1906.

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS.  
 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.  
 8.00 a.m. to 9.00 a.m. Every 15 minutes.  
 9.00 a.m. to 10.30 a.m. Every 30 minutes.  
 10.30 a.m. to 11.00 a.m. Every 15 minutes.  
 12.00 Noon to 1.00 p.m. Every 10 minutes.  
 1.00 p.m. to 5.00 p.m. Every 15 minutes.  
 5.00 p.m. to 6.00 p.m. Every 10 minutes.  
 6.00 p.m. to 7.00 p.m. Every 15 minutes.  
 7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.  
 Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.

Hongkong, 27th August, 1906.

## F. BLACKHEAD &amp; CO.,

CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURER.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

Sole Agents for FERGUSON'S SPECIAL CREAM

F. & O. SPECIAL SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 7th March, 1905.

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes. LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.  
 Hongkong, 16th September, 1906.

## For Sale.

## FOR SALE.

## THREE WOODEN LIGHTERS.

Length ..... 80' 0"  
 Breadth ..... 24' 0"  
 Depth ..... 9' 6"  
 Capacity ..... 320 tons.  
 Complete for delivery within 3 weeks from this date.

Plan, Specification and Particulars from C. E. WARREN & Co., 34, Des Voux Road, Central, Hongkong, 5th November, 1906.

and HOO CHEONG WO & Co., 51 and 53, Connaught Road, Central, Hongkong, 5th November, 1906.

## GREEN ISLAND CEMENT COMPANY LIMITED.

## PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$45.00 per Cask ex Factory.

In Bags of 25 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers,



## Intimation.

Powell's

ALEXANDRA  
BUILDINGS.NOW  
SHOWING

FUR COATS.

FUR NECKLETS.

FUR TIES.

FUR STOLE.

TWEED  
COATS.TWEED  
COSTUMES.GOLF  
CAPES.GOLF  
JERSEYS.VIYELLA  
SHIRTS.DELAINE  
BLOUSES.

MODERATE PRICES.

POWELL'S

Ladies' Outfitters,

HONGKONG.

Hongkong, 15th November, 1906.

## To Let.

## TO LET.

No. 8, D'AGUILAR STREET,

suitable for

SHOP AND DWELLING

House,

at present occupied

by

Messrs. K. A. J. CHOTIRMALL &amp; CO.,

MALL &amp; CO.,

who will shortly remove

to

No. 64, QUEEN'S ROAD

CENTRAL.

Apply to—

K. A. J. CHOTIRMALL &amp; CO.

Hongkong, 12th November, 1906. [530]

## TO LET.

No. 2, "HILLSIDE" TIME PEAK.

OFFICES in KING'S BUILDING and

YORK BUILDING.

GODOWNS on PRAYLEST.

A HOUSE in CLIFTON GARDENS, Con-

duit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-NEI-CHUNG ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LTD.

Hongkong, 16th November, 1906. [72]

## TO LET.

A HOUSE in KNUSTFORD TERRACE,

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LTD.

Hongkong, 31st July, 1906. [789]

## TO LET.

No. 10, SEYMOUR TERRACE, corner

house. Fine view of the harbour.

Possession from the 1st December.

Apply to—

P. M. N. DA SILVA,

C/o Messrs. Guedes &amp; Co.

Hongkong, 12th November, 1906. [11094]

## TO LET.

NOS. 8 and 16, LIGHTON HILL ROAD.

No. 51, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG &amp; KOWLOON LAND

&amp; LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 7th November, 1906. [1973]

## TO LET.

A FLAT and THREE ROOMS, near the

Hongkong Bank, suitable for Offices.

Moderate rental.

Apply to—

X. Y. Z.

C/o Hongkong Telegraph.

Hongkong, 17th October, 1906. [1013]

## TO LET.

ONE GODOWN, at EAST POINT, close to

the Water, suitable for the storage of any

Cargo.

Floor Area 6,100 square feet.

Apply to—

JARDINE, MATHESON &amp; Co.

Hongkong, 15th October, 1906. [1009]

## TO LET.

EUROPEAN SHOPS, OFFICES, and

GODOWNS (suitable for Dry Goods

Storage) at No. 14, Des Vieux Road Central,

(formerly occupied by Messrs. Shewan, Tomes

&amp; Co.

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson &amp; Co.

Hongkong, 26th September, 1906. [919]

## KWONG SANG &amp; Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS

and CHILDREN'S UNDERWEAR, Silk, Pongee, Grass-

cloth, Fancy and Piece Goods, &amp;c.

Latest style of Ladies' Blouses and Gentle-

men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180]

## Auction.

## PUBLIC AUCTION.

THE Undersigned have received instructions

to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

TUESDAY,

the 20th November, 1906, at 2.30 P.M., at

their Sales Rooms, No. 8, Des Vieux Road,

corner of Ice House Street,

A QUANTITY OF

MISCELLANEOUS ARTICLES,

Comprising—

Ladies' and Gent's GOLD and SILVER

WATCHES, KNIVES, FORKS, CLOCKS,

FOUNTAIN PENS, BILLIARD BALLS,

ROOTS, VASES, BRIAR PIPES, SILK

UMBRELLAS, TELESCOPES, OPERA

GLASSES, CAPS, PHOTO FRAMES,

FELT HATS, POCKET KNIVES, FIELD

GLASSES, OIL PAINTINGS, &amp;c., &amp;c., &amp;c.

ALSO

One REFLECTING GALVANOMETER

with SCALE, LAMP, &amp;c., complete by Clark

Muirhead &amp; Co., One WHEATSTONE

BRIDGE and ASTATIC GALVANOMETER

by Siemens Bros., One Pair STANDARD

RESISTANCES by Elliot Bros.,

AND

One REMINGTON STANDARD TYPE-

WRITER.

Catalogues will be issued.

TERMS—As usual.

HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, 16th November, 1906. [1106]

## Intimations.

A. S. WATSON &amp; CO., LIMITED.

REDUCTION IN PRICES.

WE beg to notify our Customers and the

Public generally that LARGE RE-

DUCTIONS have been made in our PRICES

to adjust them to the rate of exchange now

ruling. These reductions will come into force

on the 15th November, 1906, and the Discount

of 5% hitherto allowed will cease as from that

date.

A. S. WATSON &amp; CO., LTD.

Hongkong, 16th November, 1906. [11085]

## HARBOR MASTER'S DEPARTMENT.

INFORMATION has been received from

the Military Authorities that GUN PRAC-

TICE will be carried out as under—

On SATURDAY, the 17th November—

From Saiwan, in an Easterly direction, at

ranges up to 10,000 yards, commencing

at 10 P.M., and finishing at 12 Noon.

On TUESDAY, the 20th November—

From Lyemun S. Di, towards Entrance to

Junk Bay, at ranges up to 6,000 yards,

commencing at 7 P.M., and finishing at

9.30 P.M.

On THURSDAY, the 22nd November—

From Devil's Peak, towards Waglan, at

ranges up to 14,000 yards, commencing

at 10 A.M., and finishing at 2 P.M.

On FRIDAY, the 23rd November—

From Lyemun S. Di, towards Entrance to

Junk Bay, at ranges up to 6,000 yards,

commencing at 3 P.M., and finishing at

5 P.M.

On MONDAY, the 26th November—

From Devil's Peak, towards Waglan, at

ranges up to 10,000 yards, commencing

at 10 A.M., and finishing at 1 P.M.

On TUESDAY, the 27th November—

From Stonecutters, in a Westerly direction,

at ranges up to 10,000 yards, commencing

at 3 P.M., and finishing at 5 P.M.

On WEDNESDAY, the 28th November—

From Devil's Peak and Lyemun S. Di,

towards Waglan and Entrance to Junk

Bay, at ranges up to 10,000 yards, com-

mencing at 10 A.M., and finishing at 1

P.M.

On FRIDAY, the 30th November—

From Stonecutters, in a Westerly direction,

at ranges up to 10,000 yards, commencing

at 9.30 A.M., and finishing at 1 P.M.

On the 1st and 4th December—

From Belcher F. C., in a North-Westerly

direction, at ranges up to 10,000 yards,

commencing at 9 A.M., and finishing at 12 noon.

On TUESDAY, the 4th December—

From Stonecutters, in a Westerly direction,

at ranges up to 6,000 yards, commencing

at 6.30 P.M., and finishing at 9

P.M.

On WEDNESDAY, the 5th December—

From Lyemun S. Di, towards Entrance to

Junk Bay, at ranges up to 6,000 yards,

commencing at 6.30 P.M., and finishing

at 9 P.M.

On THURSDAY, the 6th December—

From Lyemun S. Di, and Devil's Peak,

towards Entrance to Junk Bay and Wag-

lan, at ranges up to 6,000 yards, com-

mencing at 10 A.M., and finishing at 1

P.M.

On TUESDAY, the 11th December—

From Belcher F. C., in a North-Westerly

direction, at ranges up to 10,000 yards,

commencing at 9.30 A.M., and finishing

at 12 noon.

From Stonecutters, in a Westerly direction,

at ranges up to 6,000 yards, commencing

at 6.30 P.M., and finishing at 9

P.M.

On WEDNESDAY, the 12th December—

From Stonecutters, in a Westerly direction,

at ranges up to 10,000 yards, commencing

at 9.30 A.M., and finishing at 12

noon.

On THURSDAY, the 13th December—

From Stonecutters, in a Westerly direction,

at ranges up to 10,000 yards, commencing

at 2.30 P.M., and finishing at 5

P.M.

On FRIDAY, the 14th December—

From Belcher F. C., in a North-Westerly

direction, at ranges up to 10,000 yards,

commencing at 9 A.M., and finishing at

12 noon.

If the weather is unfavourable on any of the

above dates, Practice will take place on the

following day.

All ships, junks and other vessels are to

keep clear of the ranges.

CHARLES WM. BECKWITH,

Lieut. R.N.,

Harbour Master, &amp;c.,

Hongkong, 15th November, 1906. [11108]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"DEVANHA,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by

mark, and delivery can be obtained as soon as

the Goods are landed.

This vessel brings on Cargo—

From London, &c., S.S. *Mildavia*.

From Italy.

From Australia.

From Calcutta.

From Persian Gulf, ex B.L.S.N. and B. &amp;

P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before

6 hours.

Goods not cleared by the 22nd instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me if

any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Consignees

and the Company's representative at an

appointed hour.

All Claims must be presented within ten

days of the steamer's arrival here after which

date they cannot be recognised.

No Claims will be admitted after the Goods

have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 16th November, 1906. [11064]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"PRESHAWUR,"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out Mark by Mark,

and delivery can be obtained as soon as the

Goods are landed.

Optional Goods will be landed here unless

instructions are given to the contrary before

6 hours.

Goods not cleared by the 19th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Consignees

and the Company's representative at an



## Intimation.



**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

## CONFECTIONERY.

WE have just unpacked our New Season's Confectionery imported from the leading London and Parisian Houses, including:—

CHOCOLATINES, CHOCOLATES.

CARAMELS, PRALINES, FONDANTS.

FRUIT JELLIES, NOUGAT, TURKISH DELIGHT.

PASCAL'S TOFFEE and MIXED SWEETS.

CADBURY'S SUGARED ALMONDS, BURNED ALMONDS.

WALNUTS, MILK CHOCOLATE, NUTTONA, &c.

Packed in the daintiest boxes or in the simplest to suit the taste.

**A. S. WATSON & CO.,**  
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 26th October, 1906.

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

## The Hongkong Telegraph

HONGKONG, SATURDAY, NOVEMBER 17, 1906.

## THE CHINESE ENGINEERING AND MINING COMPANY.

We have received a copy of the Chinese Engineering and Mining Company's report, which, as usual, shows a very satisfactory position of affairs with regard to a company whose history and future prospects elevate it to the rank of one of the most important undertakings, where British interests are involved, in the Farther East. It is unnecessary to recapitulate its history since its foundation as a Chinese concern pure and simple—that is now a matter of the past. But the reconstructed undertaking which is now known as the Chinese Engineering and Mining Company is of special interest to British investors both at home and in the Eastern colonies and settlements. With regard to the statement of accounts for the past year, the net profits amount to over £134,447, from which the substantial sum of £39,000 has been transferred to the reserve for depreciation account, leaving a divisible net profit of £104,447 odd. The usual dividend of 10 per cent, free of income tax, is maintained and a surplus is carried over to the next working account. In continuation of the report the secretary states that the demand for the company's coal has been fully maintained, but owing to a diminution in the output, the sales during the past year show a decrease as compared with the preceding year. This falling off was, however, of a temporary character, the returns of output, sales and gross proceeds for the current year, since 28th February last, showing a substantial increase. Provision is made for the facilitation of the working of the mines and "to

provide for a large increase in the output," the Board having "decided in the autumn of last year upon the erection of powerful electrical pumping and lighting plants at the Tongshan and Linsai mines. Contracts were entered into in November and January last for the supply of the requisite plant, which is now in course of erection, and the extensive buildings for the power stations are nearing completion. The contracts provide that the installations shall be in operation by the end of the present year." The port of Chingwantao, as everybody knows, arose from a mere village when the company was in Chinese hands to what it is to-day, bidding fair to become the rival of Tientsin in importance as a port and a trade centre. The company is vigorously proceeding with the development of Chingwantao. The report informs us that the lengthening of the breakwater at Chingwantao has proceeded satisfactorily, and advice has recently been received that the extension of 600 feet will be completed during the present month [October], making the whole length 2,300 feet. Latterly, the company has been showing commendable enterprise in extending the scope of the shipping department, and with respect to this section we find under the head "Steamers' account" in the balance sheet before us two items, namely, £58,851 to the credit of the account up to the end of February, 1905, and £35,968 being the balance of the cost of the steamship *Kaiping*, giving a total of £94,819, or an expenditure of, say, a million dollars in the shipping business of the company. The special excursion which was arranged a couple of months ago for the purpose of enabling the journalists of Shanghai to appreciate the vast possibilities of the company's property at Chingwantao, has been the means of affording the public, through the medium of the Shanghai Press, some idea of the extensive lands, buildings, property and mines owned by the company. The *Kaiping*, for some time past, has been a regular trader between Shanghai and the more northern port, and from the accounts which have appeared from time to time, in our contemporaries in the Northern Settlement, the steamship line operated by the Chinese Engineering and Mining Company appears to be well patronised and favourably received. With regard to the output of the company's mines, the figures which we have been able to "reproduce" from week to week of the three mines now working bear evidence to a steady increase in the quantities obtained. From 12,000 tons per week the output has advanced to 20,000 tons according to the most recent report. It is satisfactory to note that the demand is fully equal to the supply and the product finds a ready and profitable market. Tongshan, we may suggest without exaggeration, is destined to become the Newcastle of the East. Its prospects are decidedly encouraging to those investors who had the foresight to embark their capital in a concern which, under the successful management of Major Nathan, will have no equal in the field of mining undertakings in China.

## A FORGOTTEN REGULATION.

When the electric tramway system was introduced into Hongkong, and the cars were seen scudding from end to end of Victoria, there was a general consensus of opinion that the day of the ricksha-puller had passed. Indeed the pullers themselves were thoroughly convinced that their services would no longer be required, and it was only the wholesome fear of the law that prevented them from making a determined assault on the new form of locomotion. In Singapore the ricksha coolies effectively killed the first tramway enterprise in that city, and when the electric system was installed several futile attempts were made to derail the cars and render the lives of the motormen a misery on earth. On many occasions they were successful, and even now there are occasional alarms, when bolts are found securely fixed between the rails. The Government of Hongkong appears to have been of the same opinion as the ricksha-pullers, for in 1899, when it was decided that electric tramways should be established in Hongkong, a regulation was passed under which it was decreed that "No licences shall be issued for more than 600 rickshas within the island of Hongkong." Considering the size of the population and the service which the electric cars would provide it was believed that 600 rickshas would be ample for the traffic on the side streets. But although the regulation was passed and the pullers quaked in their sandals, nobody seems to have given a second thought to its enforcement. The electric system became an accomplished fact, the cars were crowded, and still the rickshas flourished like the proverbial green bay tree. Morning, noon and night processions of rickshas rolled along Queen's Road to the accompaniment of Chinese epithets and Chinese rejoinders, and there seemed to be no diminution in the number of the rickshas plying for hire. The only difference was that the coolies changed their demeanour; their previous

independence vanished as competition increased, and they became as wildly importunate as they are to-day. As all residents know, the pedestrian who happens to leave a hotel and essays to walk in the middle of the street is pounced on by a gang of wolves armed with pronged forks in the shape of rickshas. At every turn he is assailed by these ruffians of ricksha-men who terrify him as he passes and compel him by sheer force of numbers to select a vehicle for his conveyance through the city. All this time that regulation that there should be no more than 600 licensed rickshas stood in force. Yet the Government calmly ignored its own regulation. Twice 600 licences were issued annually, with the consequence that the streets were simply littered with vagabond machines which prowled through the streets like wandering apes. Even now they hang about doorways, crowd around the hotels and with their rickety, ramshackle frames make night hideous for those compelled to dwell in the centre of the city. It will not be surprising to hear that at present there are no less than 1,116 licensed rickshas in Hongkong—and that in spite of the regulation mentioned. Quite recently some inquiring official unearthed the forgotten Notification of 1899 and it was decided, not before time, that the anomalous regulation should be abrogated. It was a mere matter of form, and now there may be an unlimited number of rickshas "within the island of Hongkong." The dead-letter law has been repealed, but many will consider that it might have been better to enforce it. There seems to be far too many rickshas in Hongkong as it is. They are a perfect nuisance; they line the streets and block up the thoroughfares, while the coolies jeer at those who endeavour to find a passage across the treacherous arms of the vehicles. Not half of them are ever employed at the same time. As for their condition, that is past criticism. All the dilapidated, broken-backed, springless and antediluvian machines which were used, by Noah to drag his menagerie into the Ark have been dumped into Hongkong, and yet the licences are renewed every year as a matter of course. A splash of varnish and a patch on the rag of an apron suffices to satisfy the authorities. What is wanted is an Inspector of Hackney Carriages and jinrickshas invested with power to deal with all cases in which vehicles are concerned, to hear complaints, to cancel licences, to deal with recalcitrant coolies, and above all to see that the rickshas are kept in decent order. Hongkong might well take a leaf out of the book of Singapore in this respect. There they have rubber-tired rickshas, and the pullers are afraid to annoy their fares—and all because they stand in awe of the Inspector of Jinrickshas. The system works admirably, and it saves the Magistrates a world of worry and expenditure of time which might be more profitably employed. But the dead-letter regulation has been annulled, so that if there is an increase in the number of the pestilent rickshas in Hongkong—which heaven forbid—then none need be surprised.

## POLICE GRIEVANCES.

A curious trait which is found even in the most law-abiding people is the inclination to belittle the work of the police. When they grumble, because their salaries are dwindling through the vagaries of an irresponsible dollar, they are regarded as heathens in disguise. If they desert, their true character, it is said, has at last been disclosed; if they make errors, they are nothing more or less than vile parasites of society. Not that the policemen are immaculate, but they are always considered fair game by the man who has evaded, through no fault of his own, the myriads of the law. That is one of the consequences of being ever before the public eye. In Hongkong they have many grievances which they have to bottle up in their breasts, but the latest trick played on a long-suffering force is probably the most irritating of all. A person, we will say, calls at the Central Police Station and tells the inspector a cock and bull story about being robbed, half-killed and generally maltreated. Of course the money did not belong to him; some friend had commissioned him to purchase certain goods with it, but having been "held-up" he was unfortunately unable to perform his errand. Usually, the individual is more sorry for his friend's loss than for the treatment he has suffered. Then the police start to discover the ruffians who have despoiled the poor sufferer. Detectives are sent out and other matters concerning the police and the public have to be postponed while they are searching for the thugs. After scouring the city they make certain discoveries which convince them that they are on the wrong trail, and when the complainant is cross-questioned once more, he confesses that his whole story was told with intent to deceive. He has gambled and lost, pawned his friend's goods and lost the proceeds, and tearfully he begs to be forgiven. The friend is called, forgives and forgets, and there the matter ends. But what about the police who have been put to endless trouble through the rascal's story? They are helpless, bound hand and foot,

and can only grin and bear it. Nothing can be done to the economist of the truth; he goes scot-free, while the police have to work overtime in order to overtake the duties on which they had been engaged and would already have completed had it not been for their wild-goose chase. At the very least, those who play fast and loose with the police should be made to pay the penalty, not necessarily in the shape of imprisonment but rather in the form of a monetary gratuity to wipe away injured feelings and compensate, in some degree, for their own infamous folly. There is little to choose between the thief of time and the thief of property; the one steals what belongs to the community, the other steals, as a rule, an individual's goods, and both stand very much in the same category.

## LOCAL AND GENERAL.

The French mail of the 16th October was delivered in London on the 16th inst.

INSPECTOR H. J. W. Gidley has been dismissed from the Government service for leaving the Colony without the permission of the Government.

THE s.s. *Tak Hing*, another victim of Typhoon Day, has been found to be so badly damaged that the owners have decided not to attempt to save her, but to sell her either by auction or by private arrangement, as she lays.

THE docks are all pretty full just now, and the tugs *Robert Coote* and *Edith* are kept busy taking vessels over to the Bay to wait for berths. At 2 p.m. to-day, from opposite the new Harbour Office, the *Edith* towed the s.s. *Hongkong* to Hungsham and the *Arabella* was taken in tow by the *Robert Coote* to Aberdeen.

Two coolies, residing at No. 3, Wyndham Street, were arrested last evening by P.C. 610, in Queen's Road Central, in the act of posting a Belle View Hotel poster on the walls of the Naval Yard. The poster said Hongkongites had a chance of seeing the Empress Dowager. The coolies saw Mr. F. A. Hazeland instead, and were fined \$2 each.

A CORPULENT sampan woman, whose boat licence permitted her to carry twenty-four passengers, was found to be carrying thirty-five when Lance-sergeant Jackson, of the Water Police Station, boarded her boat yesterday. She told Mr. Hazeland, at the Police Court, this morning, that she did not know how many passengers she was allowed to carry. His Worship gave her to understand that under the new law she ought to know, and fined her \$7.

INSPECTOR Gidley, of No. 2 Police Station, arraigned Lam Kwai, a ricksha coolie before Mr. C. A. D. Melbourne, to-day, at the Police Court, on a charge of plying a ricksha at East Point yesterday minus a licence, and also with offering a bribe of twenty cents to a policeman while on his way to the Police Court this morning with a view to obtaining his release. The charge was proved. He was fined \$2 on the first count and \$10 on the second. The bribe money was ordered to be dropped in the poor box.

WILLIAM BENEVIC, a paid off seaman from the sailing ship *Arrow*, now an inmate of the Sailors' Home, was arraigned before Mr. F. A. Hazeland, this morning, at the Police Court, at the instance of Sergeant Kendall, charged with behaving in a noisy and disorderly manner in Queen's Road West last night. Benevic came ashore yesterday with a huge thirst and took the whole day trying to quench it. Whether he succeeded or not is another question, but when the sergeant passing along Queen's Road West on patrol he heard shouts closely resembling a "war whoop" and saw Benevic chasing pedestrians up and down the road and amusing himself at the top of his lungs. He admitted the charge this morning. "You had better keep away from drink or else you'll get into trouble," said his Worship. "You are fined \$3 this time, but don't come up here again."

At about half-past eight o'clock yesterday morning a report was made to the police at the Central Station that Miss Hedwig Flügge, a governess, employed at No. 2, Victoria Lodge, had lost about \$50 worth of clothing, which had been removed from her room. Sergeant Eamer, of the detective department, was put on the case and a few hours later he had Tsang Cheong, a marine hawker, of No. 17, Upper Lascar Row, in a cell on a charge of theft. As soon as the report was made the sergeant paid a visit to "Paddy's Market," as it is called, and found Miss Flügge's wearing apparel exhibited for sale. When the marine hawker was arrested he said that he purchased the lot for forty cents. He, however, admitted stealing them later on. All but one piece of the clothing have been recovered. Taken before Mr. F. A. Hazeland, at the Police Court, to-day, the hawker was sentenced to six weeks' hard labour.

Two fishmongers from the Wandai market met in a house at No. 15, Swatow Lane, East Point, last night. They were both carrying the same lady and when he asked, "Don't you have anything to do with that man?" said the young spark, "he is a dead carrier." The lady paid no attention, but the so-called "dead carrier," not wishing to have any trouble, left the house. Later in the night the two rivals met in the street. "What business have you to go to that house?" inquired the younger of the two. The dead carrier said he had no explanation to give, and that it was none of his business what the young man was doing. Without saying another word, the young man, who was carrying a long Chinese pipe, hid it on his rival's head, seriously injuring him. Needless to say he was arrested. He was placed before Mr. F. A. Hazeland, to-day, at the Police Court. His Worship fined him \$15, or in default one month's gaol. He was also bound over in the sum of \$100 to keep the peace for a year, and he was warned that if he showed his face again in Court he would go in the stocks.

## VICEROY SHUM DEPARTS.

## RECEPTION ON THE "DEVANHA."

ESCORTED TO HONGKONG BY A FLEET OF GUNBOATS.

This afternoon at half-past three His Excellency Shum, ex-Viceroy of the Kwangtung province, left his temporary residence on board the Chinese revenue cruiser *Sam Hang*, which steamed up under the quarter of the P. & O. steamer *Devanha*. His Excellency embarked on the Customs launch *Kowloon*, which landed the ex-Viceroy and his retinue on the Kowloon Pier whence he proceeded aboard the liner, which carries him to Shanghai. His Excellency was accompanied by his staff of forty-five persons, and no less than 472 packages of baggage, which had come down from Canton by junk.

The Viceroy, upon whom we understand the Governor's aide-de-camp had called earlier in the day, made his appearance aboard the *Devanha* dressed in a long robe of purple silk and seemed to be in perfect health and spirits.

He pledged the health of Captain Hide in the saloon of the liner, the Commissioner of Customs and the P. & O. officials also being present at the informal reception, but in response to a request through his French-speaking interpreter, he firmly but politely refused to be interviewed. Some Customs launches were anchored in the neighbourhood and fired off strings of crackers from temporary spars which were hung over their sterns. Otherwise there was no demonstration whatever and the passing of the Viceroy was unnoticed except by the few persons who happened to be upon the Kowloon Pier, and the passengers who were aboard the *Devanha* at the time. The *Devanha* left the pier at 4.30 p.m. sharp flying the Imperial dragon at the fore.

## THE VICEROY RETICENT.

THE SCENE AT HIS DEPARTURE.

No doubt many in Hongkong were sceptical regarding the report which we were enabled exclusively to report yesterday that His Excellency Shum had arrived at Hongkong, but to-day the fact was proved beyond question. His Excellency arrived, as we stated, by the revenue cruiser *Sam Hang*, and in the early hours of this morning the Chinese gunboats *Chang Tung*, *Kwang Fook* and *Kwang Ching*, and a torpedo boat, all looking spic and span and as fresh as paint could make them, steamed into the harbour and anchored opposite the Harbour Office. They carried on board the ex-Viceroy's entourage.

The revenue cruiser *Sam Hang* was recognised at once and the five war-terners closed up together in friendly embrace. There was none of that stand-offishness about the little squadron which is the distinguishing feature of foreign navies. The tiny craft simply clustered together like bees in a hive. By and by some junks lumbered into the harbour with the baggage, no mean item in the viceregal attendance. The retiring Viceroy remained on board the cruiser for the greater part of the day and many curious eyes were directed towards his temporary quarters. But His Excellency is an adept in the art of excluding himself from the public gaze, and he managed to gain the *Devanha* in the course of the afternoon practically without recognition.

Had it not been for the crackers and squibs which were fired off from the Chinese vessels few would have dreamt that His Excellency was about to take his departure for the wintry north.

On board the *Devanha* His Excellency was received by Captain Hide with all ceremony and conducted to his quarters. The two saloons which had been specially reserved for the distinguished traveller were elaborately embellished, although it may be noted that there was little need to add to the already chaste and harmonious decorations of the P. & O. Coy.'s boat.

His Excellency expressed himself as being highly pleased with the preparations which had been made for his reception and cordially expressed his thanks for the welcome extended to him by the captain and officers of the *Devanha*. Thereupon an adjournment was made to the chief saloon where a select company had met to bid His Excellency *bon voyage*.

A representative of the *Hongkong Telegraph* was introduced to the Viceroy and a suggestion made that His Excellency should give a final message to the people over whom he had ruled for some years. The pleasant-faced and intelligent secretary translated the remarks but His Excellency was obdurate. He smiled and laughed a refusal and the journalist concealed his chagrin as best he could.

Then raising his glass of wine His Excellency bowed, and a toast was pledged, although what it exactly signified few understood. But the Viceroy was on the heat of terms with himself and everybody else and the informal reception shortly afterwards ended.

There were more Chinese on the wharf watching the departure of the new Viceroy of Yunnan than has been seen for many a day. The *Devanha* promptly cast off her moorings and at five o'clock left Hongkong en route for Shanghai.

## THE DEPARTURE FROM CANTON.

[From Our Own Correspondent.]

Canton, 16th November.  
H. E. Viceroy Shum yesterday left here for Hongkong per the Chinese gunboat *Sam Hang*. The Magistrates of Namhoi and Punyui and several other officials accompanied H. E. as far as Whampoa and another officer accompanied him to Hongkong.

## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## YINKOW'S RENDITION.

## CONFERENCE IN CONCLAVE.

[From Our Own Correspondent.]

Shanghai, 17th November,  
2.50 p.m.

The conference appointed to discuss the question of the rendition of Yingkow opened yesterday.

## JAPANESE DIET.

## MEETS ON CHRISTMAS DAY.

[From Our Own Correspondent.]

Shanghai, 17th November,  
2.50 p.m.

The Japanese Diet meets on Christmas Day.

## THE FRISCO EARTHQUAKE.

## ALLEGED MISAPPROPRIATION OF RELIEF FUNDS.

[From Our Own Correspondent.]

Shanghai, 17th November,  
2.50 p.m.

It is reported that President Roosevelt intends to prosecute Mayor Schmidt of San Francisco on a charge of having misappropriated part of the funds collected for the relief of sufferers by the earthquake and fire in April last.

## MORE SUCCESSFUL SALVAGE.

## "HONGSHAN" READY FOR DOCKING.

Another steamer has taken up a position in Kowloon Bay, preparatory to going on the docks, for the purposes of a survey to ascertain the amount of damage she sustained on stranding on Saw-chau, on the memorable 18th September, during the disastrous typhoon. This time it is the Macao steamer *Hongshan*, which has been safely and successfully towed off her undesirable perch, and towed to her present position, by the powerful Danish salvage steamer *Proctor*, which has practically stood by her since the time of her stranding becoming known in the Colony. As a result of the strenuous efforts made in her behalf, the *Hongshan* was successfully floated last night, and towed into the harbour this morning, by the *Proctor*, which took her over to Kowloon Bay to await a vacant berth in the docks. She passed into the harbour at 11 a.m. to-day, and had her quarry safely berthed in the Bay by noon. When the *Hongshan* stranded off Lantau Island on Typhoon Day, some of the plates in her bottom were found to be pierced by the rock on the scene of her stranding, and one sharp pinnacle penetrated through her plates. It was the position of this penetrating pinnacle that constituted one of the first difficulties the salvage party had to contend with, for it was absolutely necessary to remove it so as to patch up the hole made, to enable the vessel, when salvaged, to be towed into the harbour. It was a work requiring considerable care, as it was a delicate operation to blast away the rock from the bottom of the steamer without damaging the steamer itself. It had to be done piece by piece, and was thus a tedious job for those engaged in it. But that their efforts were successful is shown by the fact that the *Hongshan* is now in a place of safety, with, however, as far as can at present be ascertained, very considerable damage to her hull. There was no doubt, amongst shipping people, that from the first the *Hongshan's* position was perfectly safe, and that no anxiety need be felt on her account. Thus it was not surprising when it was learned that those on board the s.s. *Honam* when she passed the Two Brothers at 10.16 a.m. to-day, to find the *Hongshan* afloat, and apparently being prepared for towing into the Kowloon Bay, for docking purposes. The *Hongshan* is the last of the fleet of the Hongkong, Canton and Macao Steamboat Company, Ltd., to be salvaged, and it speaks volumes for the ingenuity of those concerned in the salvage operations; that, while so many stranded, not one of their steamers was lost. It is anticipated that the repairs on the *Hongshan* will occupy the best part of two months, as she is more seriously damaged than was at first believed. It is to be hoped that it will be many a day before this company has to experience a recrudescence of this form of disaster.

## SHIPPING AND MAILS.

## MAILS DUE.

Canadian (*Empress of Japan*) 18th inst.  
American (*Doric*) 19th inst.  
German (*Roon*) 20th inst.  
German (*Prinz Regent Luitpold*) 21st inst.  
Indian (*Lalrang*) 26th inst.

The N. Y. K. s.s. *Kumano Maru* left Maaila for this port on 17th inst., and is expected here on 19th inst.

The N. Y. K. s.s. *Tosa Maru* American line left Shanghai for this port on 15th inst., and is expected here on 18th inst.

The C. P. R. Co's s.s. *Empress of Japan* arrived at Shanghai at 11 p.m., on 15th inst., and left again at 8 a.m., Friday, for Hongkong, where she is due to arrive at 9 a.m., on 18th inst.



## TELEGRAMS.

**The Boer Raid.**  
LONDON, 15th November.  
Ex-General Botha has offered his assistance to the Government against Ferreira.

**Germany.**  
Prince von Bismarck, speaking in the Reichstag, said that Germany would carefully cultivate relations with Japan; her aims in the Far East were purely economic. He defended the maintenance of peace and concluded by saying that Germany need not fear isolation if she kept her sword sharp.

**The United States.**  
President Roosevelt is investigating the disappearance of \$1,000,000 from the San Francisco relief fund.

**Australia and the New Hebrides.**  
Mr. Deakin has informed a Melbourne deputation that the attitude of a third Power has compelled a hurried declaration of an Anglo-French dual control of the New Hebrides.

**Royal Naval Cadets.**  
Two sons of the Prince and Princess of Wales will enter the Osborne College as naval cadets at Easter.

## BREAKING UP A RESTAURANT

## AN UNRULY BOATSWAIN'S BEHAVIOUR.

If Charles Wilson went out yesterday evening to amuse himself, he did so right royally, but it will cost him a few Mexicans before Mr. Hazeland is over with him. Charlie was until yesterday morning a boatswain on board the sailing ship *Truro*, and is known to be a little deaf. When he was paid off yesterday Charlie and five others from the same ship, after having secured a berth on the *Stone Frigate*, otherwise known as the *Sailors' Home*, they started to "do" the town. At nightfall, as the story goes, Charlie invited his friends to a restaurant, at No. 257, Queen's Road Central, to have dinner. After having satisfied the inner man to a certain extent, but extensively in fire-water, the company proposed to move. The waiter applied for the cost of the dinner, but was told to "get off the earth." He applied a second time, but as he did not want to go headlong down three flights of steps, and perhaps get a couple of broken ribs thrown into the bargain, he promptly withdrew and summoned the proprietor. Then matters got lively. The proprietor, a sickly-looking individual, tripped out and demanded payment, remarking at the same time that if they refused all hands would be locked up. Charles said that they would get no money out of him, and to enforce his statement picked up a lighted table lamp and smashed it on the floor. Every look in the restaurant made a dive for the lamp to extinguish the flames before the floor caught fire. Charlie's companions, finding things getting hot, cleared out and left him alone. It was not long before he got going again. He picked up every cruet stand that was on the dining tables and dashed them against the wall. He made for the sideboard and sent several dozens of plates and dishes flying in every direction. He played football with the soup plates and cruet with the cups. When he found that there was nothing left for him to break, he picked up a clock that was hanging on the wall and assisted it down the staircase. While this was going on the *Johns* in the house were in a terrible state. Not a few got under tables to keep clear of the flying missiles, others got into the cook-house and closed the door behind them, while the proprietor stood in a corner watching the property destructor. The noise that was made attracted several policemen and soldiers passing the restaurant. They ran upstairs and finding the house literally turned upside down took the unruly Charles in tow, on the complaint of the proprietor of the eating house. He was charged before Mr. F. A. Hazeland, this morning, at the Police Court, with being disorderly in the restaurant and damaging property to the extent of \$25—a very conservative figure. Evidence was led.

Accused informed the Court that he was struck on the neck with a hammer by someone in the house. He had paid his share of the dinner. What the others did was not his affair. All he had was \$13 and \$55 guarantee money, which was held by the manager of the home. The story that he had only \$13 was not believed, and his Worship adjourned the case until Monday to allow the manager of the *Sailors' Home* to appear in Court to testify as to the amount of money defendant had left in his care as he will have to pay for the damage or go to gaol.

## HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the highest scores for the Pool competition held at the King's Park Range on the 10th and 11th November, 1906:

J. N. Jones ..... 58 & 12-73  
A. Blenkins ..... 57 & 12-69  
A. Jenkins ..... 55 scr. = 65  
C. E. H. Beavis ..... 59 & 6-65  
H. T. Richardson ..... 51 & 14-65  
P. P. J. Wodehouse ..... 58 & 6-64  
J. C. Gow ..... 63 scr. = 63  
D. Willis ..... 51 & 12-63  
G. H. Bird ..... 49 & 14-63  
H. W. Wakeman ..... 57 & 4-61  
A. W. J. Watt ..... 56 & 4-60  
E. W. Terrey ..... 46 & 13-59  
J. H. Pigeon ..... 58 scr. = 58  
J. Hutchings ..... 37 & 20-57  
Dr. Evan Jones ..... 46 & 19-56  
J. McCubbin ..... 42 & 14-56  
C. Bond ..... 49 & 4-53  
S. Gubbay ..... 38 & 14-52  
J. Philpott ..... 44 & 6-50

## HONGKONG DOCK EXTENSIONS.

## TERMS OF THE PROPOSED LEASE.

Another step marks the project for the extension of the No. 1 Dock at Kowloon, and this is seen in the publication in the official *Gazette* of the notification giving the particulars and conditions of lease of Marine Lot No. 3, Hung Hom. The land in question is, we presume, to be acquired for the purpose of extending the site of the present No. 1 Dock, a scheme which was proposed at a private meeting which followed the last half-yearly ordinary meeting of the shareholders of the Hongkong and Whampoa Dock Company. While noting the fact that the land is to be put up for lease by public auction we would make it clear that the scheme of extension does not necessarily secure our approval in all its details, especially as regards the method by which it is proposed to carry out what is considered a desirable improvement in the interests of the Company.

According to the description of the lot which will be offered for lease, the land comprises 175,500 square feet, or about four acres. The annual rent is \$1,410, and the upset price \$39,488. Under the terms of the sale, the lease will be granted to the highest bidder, and no bid under \$200 will be accepted. The purchaser must pay into the Colonial Treasury the full amount of the premium offered for the lease within three days of the sale. After reciting the usual forms required for marking out the lot, etc., the notification states that the purchaser "shall reclaim the entire area of the lot and shall build and finish, fit for occupation, before the expiration of four years from the day of sale, in a good, substantial, and workmanlike manner, one or more good and permanent messuages or tenements upon some part of his lot, with walls of stone or brick and lime-mortar and roof of tiles or such other materials as may be approved by the Director of Public Works, and, in other respects in accordance with the conditions of all Building Ordinances now in force in the Colony which are applicable, and shall expend thereon a sum of not less than \$10,000 in rateable improvements."

As usual, the purchaser is required to maintain the land in a sanitary condition, and shall pay into the Treasury a proportionate part of the annual rental on the 15th December next, and the annual rental by half-yearly payments during the term of 99 years. Should the lessee fail at any time to use the land for the purposes specified without the consent of the Government, then the Crown may re-enter the land, foreshores and seabed included in the lease "or any portion thereof in the name of the whole and thereupon the same shall be forfeited to and vest in the Crown."

All mines and minerals under the land in question are reserved to the Crown. There is a further provision that the lessee shall have the option of renewing the lease for a further term of 99 years at a Crown rent to be fixed by the surveyor representing the Crown.

Should the purchaser fail to comply with the conditions, the Crown may either enforce the sale or re-sell the property, and should there be any increase in the premium or purchase money at the re-sale that increase will be retained by the Crown, but if there is a deficiency the defaulters must pay the difference.

If at the end of one month from 16th November the Governor-in-Council shall declare it expedient to grant a lease of the lot then the sale will be proceeded with.

## H.K. CHOW FU.

## HIS FIRST OFFICIAL ACT.

[From Our Own Correspondent.]

Canton, 6th November.

H.E. Chow Fu, the newly-arrived Viceroy of the two Kwang, has lost no time in taking hold of the affairs of the provinces over which he has been called to rule. His first official act was to memorialize the Throne for permission to carry out his wish to appoint Mr. Sum Tung to be president of the Yuet-han Railway, in the place of Mr. Chang To Chai, who had resigned the position, and whose resignation had been accepted. H.E. Chow Fu strongly recommended Mr. Sum Tung for the appointment, and has now received a despatch from Peking stating that the Throne has observed with great pleasure that H.E. had lost no time in taking up the affairs of the Yuet-han Railway, and had so soon obtained a grasp of them. The despatch concluded by granting H.E. Chow Fu's request for the appointment of Mr. Sum Tung as Mr. Chang To Chai's successor, in the presidential chair of the Yuet-han Railway Co.

## BURNT IN A MANHOLE.

## A SCAVENGER SENT TO HOSPITAL.

Chan Hang, scavenger coolie, employed by the Sanitary Board, was severely burnt while down in a manhole this morning. The manhole in question is situated between Ship Street and Arsenal Street. At about half-past three o'clock this morning the scavenger, in the ordinary course of his duty, descended into the manhole with a lighted kerosene oil lamp to clean the sewer. When he got to the bottom of the manhole a depth of between six and seven feet, he placed the lamp on one side and commenced his work. Suddenly those above heard an explosion below and saw dense smoke issuing from the mouth of the manhole, followed by cries from the man below for help. After much difficulty they succeeded in getting him out of the hole to find that he was severely burnt and in a bad condition. An ambulance was summoned and he was removed to No. 2 Police Station, where Inspector Goulay treated the scavenger, before despatching him to hospital. The police say that the foul gas that was in the manhole became ignited and set fire to the scavenger's clothing. Although in a serious condition the Chinaman is expected to live.

## ANOTHER BOYCOTT.

## BRITISH SYNDICATE UNDER THE HAM.

[From a Correspondent.]

Canton, 16th November.  
The elders and people of Shansi have jointly decided to boycott the British syndicate which has sent its representatives there to look after the mining interests, the syndicate having obtained the concession for working the mines of that district. The British Minister at Peking has been communicated with on the subject, and his Excellency requested the Board of Foreign Affairs to take up the matter, and see that British interests in Shansi are given protection.

## THE N.S. "KINSHAN."

## COURT OF INQUIRY.

The further hearing of evidence in this matter was continued to a later hour last evening, when the Court having considered it, the President read the following finding:—

We find that the s.s. *Kinshan* left Hongkong on September 18th, at 8.30 a.m., bound for Canton with a general cargo, four European passengers, 47 native passengers, and 100 Chinese constituting the crew. The ship was well found and provisioned. The typhoon drum was hoisted at the appointed place, indicating that there was typhoon east of the Colony, within 300 miles. We find that on reaching the Capatium Pass, the wind backed to West-North-West. That the captain's original intention was to anchor north-east of the East Breaker, but he went on to Piler Point instead. This, in the opinion of the Court, was an error on the part of the master, who ought most certainly to have taken no risks, and anchored south-east of the East Breaker. That from the evidence, the master found his ship dragging, with thirty fathoms of cable out, and his ship nearly striding on the north point of East Breaker, we consider it was the duty of the master to let go both his anchors and all his cable. This, in the opinion of the Court, would have held the ship and prevented her stranding. That under the abnormal conditions under which the master was plying the ship, with regard to the hurricane force of the wind, blinding rain squalls, the Court considers that a severe censure, passed on the master for allowing his ship to strand with one anchor at the bow, and another at short stay, will be sufficient.

## A SAILOR'S HARD LOCK.

## ADRIAT AT SEA FOR TWO DAYS.

Those who have seen a Chinaman sitting on a kerbstone in Padder Street only a day or two ago with a yellow poster, closely written on it, spread out in front of him, begging pedestrians for a few coppers, will see him no more, for he leaves Hongkong for his native home—Shan, May-to-ni, with \$3.50, a gift from the poor-box. Yesterday afternoon he was arrested by a policeman and removed to the Central Police Station on a charge of begging in the public street. Before being put into a cell, there to spend the night, he told a pitiful story that touched a few of his sympathetic listeners. He said that he was formerly one of a crew of eighteen employed on a cargo boat trading between Hongkong and San Mei, an island near Swatow. During the latter part of September last—he could not recollect the date—he wrote on a voyage to San Mei. Two days from their destination they were struck by a typhoon. The wind and sea were terrible. They battled with the elements for hours; did all they possibly could to keep the old junk on the surface, but as each minute passed the weather became more boisterous until she ultimately foundered one night. Sixteen out of the eighteen persons on board were drowned. He was successful, he said, in securing a piece of wood which he clung to, although the seas tried to separate him from it on many occasions. He was at the mercy of the rolling waves for many hours. Food or fresh water was out of the question. He drifted miles away from where his junk foundered, but held buoy. That he would be picked up by a passing ship. That day and the next brought nothing. On the morning of the second day the weather abated somewhat, and before mid-day he sighted a sail on the horizon. He swam in the direction of the boat, which turned out to be a fishing junk, and was picked up some hours later. He was then brought to Hongkong. "I have no money," concluded the unfortunate seaman, "and I was forced to beg, but I would very much like to go home."

Inspector Ritchie placed him before Mr. C. A. D. Melbourne, to whom the seaman again related his story. His Worship took pity on the unfortunate man and said he would be sent home on Monday.

"There is a boat leaving to-night," said the defendant, "and I would like to go by her."

His Worship said he would see it done, and instructed an officer to see the man on board to-night. He also gave him \$3.50 out of the poor-box.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 17th at 11.55 a.m.—The barometer has risen generally, except over the S. Philippines. The depression is slowly moving away over the Pacific to the E. of the Loochans.

A high pressure area is central over the continent to the North of the Yangtze.

The gradient is still somewhat steep over the Eastern coast where strong N. winds will prevail. Fresh monsoon is indicated in the Formosa Channel and the N. part of the China Sea.

## FORECAST.

1.—Hongkong and neighbourhood, N. winds, moderate; fair.

2.—Formosa Channel, N.E. winds, fresh.

3.—South coast of China between Hongkong and Lamocks, N.E. winds, moderate.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

## COMMERCIAL.

## TO-DAY'S INTELLIGENCE.

Buyers:—National Banks \$47, Hongkong \$132, China \$95, H.K. C. and M. Steamships \$274, Kowloon Wharves \$881, Shanghai Docks \$105 in Shanghai, Hongkong Wharves \$18, 239 in Shanghai, Hongkong Lands \$103, Dairy Farms \$18, Cements \$19, Electric \$13.

Sellers:—Hongkong Banks \$810, Unions \$275, Cantons \$300, China and Manilla \$23, Douglas \$40, Shell Transports \$17, China Sugars \$145, Raubs \$9, Hongkong Docks \$151, West Points \$59, Humphreys Estate \$11, Cottons \$13, China Borneo \$10, China Providents \$91, Lees \$26, Ropes \$23, China Light and Power \$10, A. S. Watsons \$12, Powells \$8 Sales.—Nil.

Nominal:—Indo-China \$73, Hongkong \$112, Tramways \$215.

## WEEKLY SHARE REPORT.

Reviewing the share business for the week Messrs. E. S. Kadoorie & Co. write on the 16th inst.:—The market has shown a slightly better feeling, and a fair and varied business has been done, during the week under review.

Banks.—Hongkong and Shanghai Banks have ruled very weak, and after offering at \$177 and \$145 have been sold at 18.0. The London quotation is £4 10s. 0d. Nationals are unchanged and have buyers at \$47.

Maine Insurance.—Unions continue on offer at \$77. Cantons are quoted at \$300.

Fire Insurance.—A few China Fires have changed hands at 105 and more shares can be placed. Hongkong Fires are steady and in demand at \$334.

Shipping.—Hongkong, Canton and Macao Steamships continue firm and sales at reported at \$27 with further buyers. Indo-China have been dealt in at \$73 closing steadily. Shell Transports are somewhat easier and can be obtained at 318. San Fernies (old) have buyers at \$151 while the new shares are slightly weaker and are quoted at \$17. China and Manilla and Douglas are neglected at quotations.

Refineries.—China Sugars have not fluctuated, and are quoted at \$145 with a weakening tendency. L. & S. are offering at \$22.

Mining.—Ants have sellers at 49 and can probably be obtained at lower rates. Chinese Engineering have again found buyers at \$15. 0.30 in the south.

Docks, Wharves and Godowns.—Hongkong and Whampoa Dock have been sold at \$151, and more shares are offering at this rate. Kowloon Wharves, at a reported sales at \$86 and \$87 close at 88, with buyers. Shanghai Docks are strong and in demand at \$15. 105. Sales of Hongkong Wharves have taken place at \$122.

Lands, Docks and Buildings.—Hongkong Lands have been sold at \$102 closing in request at \$103. Shanghai Lands have changed hands at \$15. 96 in the old issue, and have further buyers. Humphreys Estates can be placed at \$44. Hongkong Hotels are unchanged and keep firm at \$11.

Cotton Mills.—Goss have improved to \$15. 74 at which rate they are in demand. Internationals are quoted at \$15. 64 ex the dividend of \$15. 64 on the 14th inst. Hongkong Cottons are obtainable at \$3.

More Lines.—Dairy Farms are strong at \$18. Green Island Cements have changed hands at \$10 and have further buyers. Sales of Ropes have taken place at \$25. Steam Waterboats have strengthened to \$71 at which rate business has been done. South China Morning Posts have been placed at \$2, and are wanted. Langkats have advanced slightly and there are buyers at \$15. 237.

## LANK MARKET.

In their report dated 16th instant, Messrs. Philips & Co. write:—Our last circular was dated the 2nd inst., and as the market has continued closed under the concession to Chinese dealers, there is again nothing fresh to report.

Time of writing there is no indication what sales are going to be on the market re-opening on the 18th inst. when the extended concession to native dealers shall have expired.

Turning the post brought clearances have been rather slow and unsatisfactory, owing to harvesting operations in the interior and in the neighboring districts.

Arrivals:—Per *Steamer Arrivals After Lightening and Kaitum* (from Calcutta), and *Steamer Ischia* (from Bombay) of about 7000 bales.

Shippers:—To Shanghai and Southern Ports about 3,500 bales.

Uncleared Stock:—about 30,000 bales.

Export Stock:—about 10,000 bales.

Exchange:—We quote, today, as under:—

India T.T. at Rs. 17 1/2 per cent.

London T.T. at Sh. 2 3/4 1/16 = 5.

Shanghai T.T. at Sh. 2 3/4 1/16 = 5.

Silver at 32 1/2 1/16 per oz.

## TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. 2/3 1/16  
Do. demand 2/3 1/16  
Do. 4 months' sight 2/3 1/16

France—Bank T.T. 2/3 1/16  
Do. demand 2/3 1/16  
Do. 4 months' sight 2/3 1/16

Germany—Bank T.T. 2/3 1/16  
Do. demand 2/3 1/16  
Do. 4 months' sight 2/3 1/16

Japan—Bank T.T. 2/3 1/16  
Do. demand 2/3 1/16  
Do. 4 months' sight 2/3 1/16

## RACING TOPICS.

## THE WEEK'S DOINGS.

Matters racing have been extremely quiet during the past week. In fact there is nothing of any importance to chronicle. During this week a few of the subscription griffins were doing a little work. Ewe's bunch were the middle test on Wednesday, a few negotiating a distance in fair time. Messrs. Marshall, Jupp and White's ponies, that were restricted to trotting work during the absence of their owners in Shanghai, have been doing hard work since their owners' return to the Colony. I like the look of Mr. Marshall's black and the way he moves. Boxey's contingent have as yet not been extended. Mr. Hunter's "bobby" chestnut appears to be selling down to work and seems to be going in a more amiable manner of late. The same refers to Mr. Williams' pacer. Mr. Logan's pony was given a short canter this morning, but unlike Monkey Brand's soap did not leave a good impression behind. The pony evidently thought he was ascending one of his native hills during his work this morning. To those who have stood at the rails during the past week watching the evening's canter one cannot help admiring the great improvement that have come over the animals. Their walk, the bright and glossiness of their coats, the shine in their eyes, all tend to show that the ponies are improving under their treatment and putting on plenty of muscle.

A TURF ENTHUSIAST.

## JAPANESE CONSULAIR.

## ESTABLISHED AT CANTON.

[From a Correspondent.]

Canton, 14th November.

A few days ago a Japanese Consulate was established on the Shamene, and the first Japanese consul in Canton has been appointed. The new consul has sent despatches to the Nankow magistrature announcing the establishment of this consulate and of his appointment to the charge thereof, similar despatches being also forwarded to his colleagues in the Consular corps. With the opening of this new consulate the consular representation of the world's great powers in Canton is complete.

## To-day's Advertisements.

## PUBLIC AUCTION.

THE undersigned have received instructions from the Official Administrator, to sell by

## PUBLIC AUCTION.

For account of the Estate of the late

R. W. HOUGHTON,

on

MONDAY,

the 19th November, 1906, at 2.30 P.M.,

at their Sales Rooms, No. 8,

Des Vaux Road, corner of Ice House Street,

A QUANTITY OF

TWEED, SERGE SUIT LENGTHS,

TROUSERS LENGTHS, FANCY VESTS,

&c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,

Government Auctioneers,

Hongkong, 17th November, 1906. [1110]

## BY ORDER OF THE MORTGAGEE.

## PUBLIC AUCTION.

MR. GEO. P. HAMMERT has instructions to sell by

## PUBLIC AUCTION.

ON

MONDAY,

the 26th November, 1906, at 12 o'clock noon,

at his Office in Duddell Street,

IN ONE LOT.

The VALUABLE LEASEHOLD PROPERTY registered in the Land Office as

Sections A, B, C, D, E and the Remaining

portion of KOWLOON INLAND LOT

No. 51 with the premises thereon, known as

Sec. 115, 114, 116, 119 and 121, Station Street,

South, and Nos. 117, 119, 121, 125 and 127,

Temple Street, South, Yau-mat.

The total area of the above property is

8,488 square feet.

The total Crown Rent is \$19.69.

Particulars and Conditions of Sale may be

obtained from the Vendor's Solicitors,

Messrs. DEACON, LOOKER & DEACON,

1, Des Vaux Road,

and from the Auctioneer,

Hongkong, 16th November, 1906. [1111]

## ACKNOWLEDGMENT.

MRS. and Miss GONSALVES beg to

THANK ALL THEIR FRIENDS for the

heartfelt sympathy shown to them in their

bereavement. They thank in a most special

manner the members of the Hongkong and

Shanghai Bank and also Mrs. HARKSON and

ANSEL who spared no efforts to save the life

of their late husband and father.

Hongkong, 17th November, 1906. [1112]

## STEAM TO CANTON.

The New Twin Screw Steel Steamer

"KWONG TUNG" 1,238 tons, H. W. WALKER,

Leaves Hongkong for Canton on each Sun-

day, Tuesday and Thursday, at 9 every evening.

Leaves Canton for Hongkong on each Mon-

day, Wednesday and Friday, about 5.30 o'clock

every evening.

This Fine New Steamer has unexcelled

Accommodation for First Class Passengers and

is lit throughout by Electricity. Electric Fans

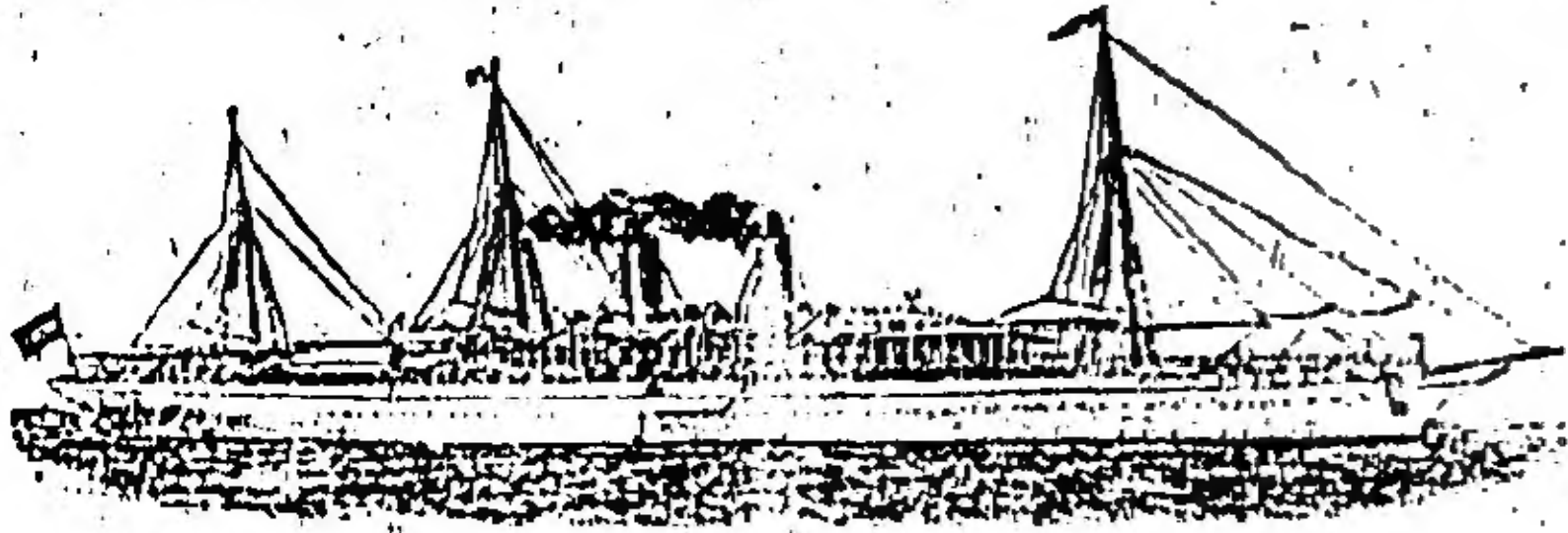
in First Class Cabins.

Passage Fare—Single Journey, 15 (Servant

included), 30 (excluded).



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.  
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS.			
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA" .....	6,000	THURSDAY, November 22nd	December 10th
"ATHENIAN" .....	3,882	WEDNESDAY, November 28th	December 22nd
"EMPERESS OF JAPAN" .....	6,000	THURSDAY, December 20th	January 7th
"MONTEAGLE" .....	6,163	WEDNESDAY, December 26th	January 19th
"EMPERESS OF CHINA" .....	6,000	THURSDAY, January 17th	February 4th
"TARTAR" .....	4,425	WEDNESDAY, January 23rd	February 16th

"EMPERESS" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

"EMPERESS" steamers will depart from Hongkong at 4 P.M.  
Intermediate steamers at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 12 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, £60. Via New York £62.  
Hongkong to London, Intermediate or  
Steamers, and 1st Class on Railways £40.  
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to  
Hongkong, 14th November, 1906. J. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW	"CHUANGSANG"	TUESDAY, 20th Nov., Noon.
SPORE, SAMARANG & SOERABAYA	"CHUANGSANG"	WEDNESDAY, 21st Nov., 4 P.M.
TIENSIN	"CHUANGSANG"	THURSDAY, 22nd Nov., 4 P.M.
SCAPORE, PENANG & CALCUTTA	"YUENSANG"	FRIDAY, 23rd Nov., 3 P.M.
MANILA	"YUENSANG"	FRIDAY, 23rd Nov., 4 P.M.

Taking Cargo on through Bills of Lading to Cebu, Tientsin, Newchwang and Yangtze Ports.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

**JARDINE, MATHESON & CO.,**  
General Managers.  
Hongkong, 17th November, 1906.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO AND SHANGHAI	"KANBU"	20th November.
CEBU AND ILOILO	"SUNGKIANG"	20th "
SHANGHAI	"PAOTING"	21st "
MANILA	"TAMING"	21st "
SHANGHAI	"SHAOSING"	21st "
SHANGHAI	"YUENHANG"	23rd "
SHANGHAI	"KIUKIANG"	26th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	3rd December.
YOKOHAMA AND KOBE	"CHANGSHA"	13th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 17th November, 1906.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon, amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 24th Nov., at Noon.
ROBI	2540	R. Almond	"	SATURDAY, 1st Dec., at Noon.

For Freight or Passage, apply to

**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS.  
Hongkong, 17th November, 1906.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	Sailing
"BRAEMAR"	TUESDAY, 20th instant, at 5 P.M.

For Freight and further information, apply to

**SHEWAN, TOMES & CO.,**  
General Agents.  
Hongkong, 17th November, 1906.

## Shipping—Steamers.

HAMBURG-AMERIKA LINIE.  
PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidship, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND TIENSIN VIA SHANGHAI.	
HOHENSTAUFEN	Capt. Jaeger 22nd December.
SILESIA	Bahle 22nd January.
SCANDIA	v. Doehren 1st February.
HABSBURG	Filler 4th March.
RHENANIA	v. Hoff 3rd April.
HOHENSTAUFEN	Jaeger 1st May.
SILESIA	Bahle 1st June.
SCANDIA	v. Doehren 1st July.

## NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.	
RHENANIA	Capt. v. Hoff 14th December.
HOHENSTAUFEN	Jaeger 11th January.
SILESIA	Bahle 8th February.
SCANDIA	v. Doehren 22nd March.
HABSBURG	Filler 5th April.
RHENANIA	v. Hoff 17th May.
HOHENSTAUFEN	Jaeger 14th June.
SILESIA	Bahle 12th July.
SCANDIA	v. Doehren 9th August.

## FREIGHT SERVICE.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA AND ALUSIA	21st November.
FOR TSINGTAU, NAGASAKI and DAPHNE	24th November.
FOR SHANGHAI, KOBE & YOKOHAMA AND ALUSIA	26th November.
FOR SHANGHAI, KOBE & YOKOHAMA AND HOHENSTAUFEN	2nd December.
FOR SHANGHAI, KOBE & YOKOHAMA AND SILESIA	15th December.
FOR SHANGHAI, KOBE & YOKOHAMA AND SILESIA	29th December.

## NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.	
Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Paris in the Levante, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.	
FOR HAMBURG	SEGOVIA 21st Nov.
FOR HAVRE, ANTWERP AND HAMBURG	SITHONIA 24th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	RHENANIA 14th Dec.
FOR HAVRE AND HAMBURG	ANDALUSIA 18th Dec.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	HOHENSTAUFEN 11th Jan.
FOR HAVRE AND HAMBURG	ALESIA 15th Jan.
FOR NAPLES, HAVRE AND HAMBURG	SILESIA 8th Feb.

## "SHIRE" LINE OF STEAMERS.

## FOR LONDON AND ANTWERP.

THE Steamship	
"FLINTSHIRE"	
will be despatched for the above Ports, on or about the 20th instant.	
For Freight and Passage, apply to	
SHEWAN, TOMES & Co.,	
Agents.	
Hongkong, 16th November, 1906.	[1105]

## THE ORIENTAL PACIFIC LINE.

## FOR SAN FRANCISCO VIA PORTS.

THE Steamship	
"DAKOTAH"	
will be despatched for the above Ports, on or about the 24th instant.	
For Freight and further particulars, apply to	
SHEWAN, TOMES & Co.,	
Agents.	
Hongkong, 17th November, 1906.	[1034]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

## "EASTERN"

Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 1st December, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Surgeon and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 13th November, 1906. [1052]

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, via JAPAN PORTS. Will be sent to VALPARAISO if sufficient inducement.

## THE Steamship

## "KASATO MARU," 6,000 tons.

Captain W. C. T. S. Finner, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,  
Manager,  
York Building.  
Hongkong, 14th November, 1906. [848]

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

The leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition

published for despatch by the homeward mail

The daily is recommended as more generally

suitable, except for subscribers in Europe or

America.

A special feature is made of full and accurate

reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best

medium for advertising in China. It circulates

largely among all classes of the community,

is the largest daily newspaper and has a

wider circulation than any journal in the Far

East.

Special attention given to effectively displaying

advertisements.

The type used as a standard for setting

advertisements is similar to this, unless we are

instructed to display the advertisement, when

any effective style of type will be adopted.

This standard runs exactly eight lines to the

inch, and about eight words to the line.

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

at each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements

can be ascertained from the Manager.

Advertisements for the Daily should reach

the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements

will be repeated and charged for until counter-

manded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken,

PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESSES.

All job printing is done under European

supervision, well turned out, free from errors,

and remarkably cheap at

## THE HONGKONG TELEGRAPH

## OFFICE.

Estimates given for all classes of work on

application to

## THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

## LADIES AND GENTLEMEN.

The mildest of us get a little irritated from time to time by some gross misapplication of these terms. They may hold philosophic views upon the subject when cool, and ask themselves what on earth it matters? Or, if sentimental, they may argue that a gentleman or a lady is one who thinks and acts in the manner suggested by those titles, whatever his or her station in life; a vast deal of poetry may be cited in support of this opinion. But such theoretical consolations are apt to fail when, by chance, one hears an offensive charwoman styled a lady or a drunken cabdriver a gentleman. On thinking it over, nevertheless, most seem to find a difficulty in justifying their annoyance. Why should not a respectable maid-servant be called a lady?—most certainly she has better manners and, she appears to be more amiable, than several persons of our acquaintance whose claim to the title is undisputed. Once on a time it may have been possible, even easy, to define the words lady and gentleman; but long since they have lost all significance as tokens of a class. You cannot prove that the maid-servant or the shopman have the right to the style they claim. How unreasonable to be vexed with poor people for assuming a dignity which cannot be denied them, when it makes not the smallest difference to ourselves!

Unreasonable, truly; but, as a matter of fact, both words have a meaning, as distinct now in the literal sense, as when they were invented. And in that meaning they still pertain to certain categories, if not exactly classes, of person, from which the vast majority of those who claim them at the present day are excluded. A lady does not hand loaves, personally, at the front door of a morning, to her servants, tradespeople, and casual way farers, as we see her spiritual ancestors doing in a famous MS. at the British Museum. But she makes the same distribution, up to the form of cash, when her agent pays wages and settles accounts. It is a simple evolution from the lat-dig, the loaf-giver, to the "Misses"—whether of hall or farm, house or shop. As an employer and payer of labour she claims the title of "lady," but those who do not distribute loaves, that is, wages, in any form, have no right to it. The sentiment of the thing may be put aside for the use of moralists, poets, and twaddlers; this is the fact.

The case of "gentleman" is not less clear. The word signifies member of a gens, a clan, a family recognised by custom perhaps by law—that is a man whose "people" are well known, of established position in their neighbourhood. There is no reference to land or property; members of the same gens might be tillers of the soil, traders, or seamen, rich or poor—the single condition is that they belong to a family of standing, of fair repute, whose name is or should be a guarantee of honourable conduct. In this sense the word, passed into French and Italian, and in each case it has remained unchanged—without the addition of the secondary meaning which has obscured the first, in modern English. The Spanish *hidalgo* bears the same interpretation, precisely—"son of Somebody," and the medieval Greek *Anatolites* had a like significance—this is the original of the Turkish "Effendi," they say. Obviously a chimney sweep, a shopman, and so forth do not fall under the definition. They are not connected with a gens, seldom do their parents enjoy renown, even in a back street or a suburban road, unless of the sort which does them no credit. Their name has no recognised value, commercially or socially. Therefore, they cannot claim the title of gentleman.

It is interesting to note how the secondary meaning of the word is confined to English—possibly, indeed, there is grave significance in the limitation. So early as Cauculus's time courtesy and propriety of conduct began to be associated, as of right, with the man of old and well-known family. The "very perfect Knight" is also called the "Knight of gentleness" when he arranges a quarrel among the pilgrims. In no long time we find the connection recognised, in so far that kindness and self-restraint were expected of a gentleman—that is, he laid himself open to a charge of disgracing his order if he failed therein. Neither in France nor in Italy did this notion attach itself to the conception of the man of family. He was expected to show good manners, the polish of the Court, and to uphold the honour of his name, but nothing more. We may conclude, if we will, that English gentlemen really did show kindness and consideration towards the commonalty centuries before such conduct became usual abroad. They may have been equally convinced that their blood was of superior quality somehow to that of the vulgar, but they behaved prettily toward them, all the same. A good deal of evidence might be brought forward to support this view. But the great Lord Burleigh insisted that "gentility is nothing else but ancient riches," writing to his son, who, one would think, needed no reminder. And a great deal of evidence might be brought forward to support this view also. However, it remains established that a gentleman must be a Somebody, distinct from the crowd. He need not be a personage, of course, but he should be able to show marks of identification so to speak, on challenge. A Nobody cannot be a gentleman in the right meaning of the term.



## CHINA AWAKE.

The Chinese Court is one of the proudest in the world, honestly believing itself to be without a rival in dignity or in resources or in a kind of divine right to primacy among the nations. It is as impatient of threats from French Colonels, and though, owing to a long tradition of military weakness, it finds evasion and trickery easier than defiance, it would, if it dared, prefer to wrap itself up in a kind of deaf pride and leave the barbarians to complain as long as they pleased without result.

It has always hitherto considered any appeal to force as vulgar and violent; but the success of the Japanese, both in importing Western civilization and winning battles, has acted in Pekin as the solvent of those old prejudices. The statesmen who govern, forced by the wounded pride of their subjects, who rage at their submissiveness, are willing to accept "reforms," but intend by reforms something very different from the meaning usually assigned to the word in Europe.

They are seeking for more independence; that is, for better means of defying or punishing pressure from the barbarian world. If they could but secure an army and a fleet like those of Japan they would be content to leave all other reforms unsought.

The Boxer movement, says the *Spectator*, which was a spontaneous as well as a fierce one, was not a movement for more liberty, or more justice, or even lighter taxation, but was an effort to compel the Court to rid itself of the foreigner and his influence. It is an army, not a constitution, which the Governor-General of Pechili is striving to found, and it is by no means clear that he will not succeed in founding it. Some European observers say his new forces, 120,000 strong, are extremely well drilled, fairly officered, and provided with all necessary munitions.

China has large undeveloped resources, and a mobile army, even though small, is a most efficient instrument for raising taxes which have dissipated many of its lurking fears. It used to dread Russia exceedingly; and it has seen the Russian armies driven back by Mongols like its own subjects, men, indeed, whom it has been taught by tradition to regard as the inferiors of Chinese. At the same time, it has found that its own ability to fight is a formidable instrument of defence. It saw quite as clearly as the European statesmen that a match on Singan from the coast was a more dangerous enterprise than Europe would consent to undertake.

Within a few years, therefore, the army of China may be increased to 500,000 men, and an invasion of the country will be as nearly impossible as, ever since the retreat of 1815, the invasion of Russia has been held to be by all serious soldiers. With that force the Court will feel safe, and every grandee of a foreign Ambassador will be reduced to a kind of glorified disputant on international law.

## Shipping.

## Arrivals.

Lombard, Br. s.s., 1597, F. P. Morris, 16th Nov., Calcutta 23rd Oct., Ballast.—Order.  
Oceana, Br. s.s., 3155, J. Gray, 16th Nov., Cardiff 3rd Oct., Coal.—Navy.  
Samsen, Ger. s.s., 908, F. Rehwaldt, 16th Nov., Bangkok 8th Nov., Gen.—M. & Co.  
Heimdal, Nor. s.s., 761, Johnsen, 16th Nov., Bangkok 3rd Nov., Rice.—Agard, Thoresen & Co.  
Mathilde, Ger. s.s., 850, N. Johannemann, 17th Nov., Canton 17th Nov., Gen.—B. & S.  
Shanghai, Br. s.s., 1327, F. D. Northcombe, 17th Nov., Shanghai 13th Nov., Gen.—B. & S.  
Jacob Diederichsen, Ger. s.s., 643, D. Heintz, 17th Nov., Kwangchow-wan 13th Nov., Macao 16th Nov., Gen.—B. & S.  
Joshin Maru, Jap. s.s., 1274, H. Ohta, 17th Nov., Swatow 16th Nov., Gen.—K. & Co.  
Kagoshima Maru, Jap. s.s., 3731, K. Kori, 17th Nov., Shanghai 14th Nov., Gen.—N. Y. K.  
Kiangping, Ch. s.s., 1222, Bernen, 17th Nov., Chefoo 11th Nov., Gen.—Kwong Man Wo.  
Fukushu Maru, Jap. s.s., 1473, T. Ito, 17th Nov., Swatow 16th Nov., Ballast.—O. S. K.  
Hallan, Fr. s.s., 377, L. Andersen, 17th Nov., Pakhoi and Hoihow 16th Nov., Gen.—A. R. M.

**Clearances at the Harbour Office.**  
Fritzhof, for Tournai.  
Pittanulok, for Hoihow.  
Wakamatsu Maru, for Moji.  
Baimun, for Swatow.  
Huihow, for Swatow.  
Shanghai, for Canton.  
Tsurugan Maru, for Kuchinotzu.  
Joshin Maru, for Swatow.  
Alabama, for Moji.  
Hallan, for Hoihow.  
Adana, for Calcutta.  
Lighting, for Singapore.  
Pak Ling, for Shanghai.  
Kohlschlag, for Canton.

## Departures.

Nov. 17.  
Della, for Europe.  
Pittanulok, for Bangkok.  
Phranang, for Bangkok.  
Hanoi, for Saigon.  
Tsinan, for Kobe.  
Chilid, for Bangkok.  
Fritzhof, for Tournai.  
Tyo Maru, for Kobe.  
Kwanglu, for Canton.  
Taitang, for Canton.  
Yikang, for Canton.  
Lighting, for Calcutta.  
Devanah, for Shanghai.  
Fauwang, for Sourabaya.  
Huihow, for Tientsin.

## Passengers arrived.

Per Pakling, from Singapore—230 Chinese.  
Per Shanghai, from Shanghai—Messrs. J. S. Tookin, J. G. Baldwin, and 80 Chinese.

## Shipping Reports.

**Str. Shanghai from Shanghai.**—Strong N'ly winds and high sea.  
**Str. Yikang from Chefoo.**—Strong N'ly winds, with high E'ly swell.  
**Str. Haimun from Canton.**—Foonchow to Amoy strong N.E. wind and high sea, thence in port light variable winds and moderate to smooth sea.  
**Str. Kiangping from Chefoo.**—Strong gale and high running sea N.E. to E.N.E., from S.E. from Chefoo to Fung Yung. Generally rough throughout the voyage.

## Vessels in Port.

**Steamers.**  
Adana, Br. s.s., 1178, J. F. H. Park, 12th Nov.,—Moji 6th Nov., Cal.—D. & Co., Ltd.  
Alabama, Br. s.s., 1253, A. E. Ellis, 11th Nov.,—Salina Cruz via Foonchow 8th Nov., Ballast.—D. & Co., Ltd.  
Arabia, Ger. s.s., 2867, H. Metzenhuth, 14th Nov.,—Portland via Japanese Ports 5th Oct., Flour and Gen.—P. & A. S. Co.  
Athenian, Br. s.s., 3883, A. O. Cooper, 13th Nov.,—Vancouver, B.C., 16th Oct., and Shanghai 10th Nov., Gen.—C. P. R. Co.  
Borneo, Ger. s.s., 1344, A. Denker, 18th Oct.,—Saidpur 13th Oct., Timber.—M. & Co.  
Chungang, Br. s.s., 1471, R. Cox, 12th Nov.,—Sourabaya 30th Oct., Sugar.—J. M. & Co.  
Empress of India, Br. s.s., 3032, E. Bretham, R.N.R., 21st Oct.,—Vancouver, (B.C.) 2nd Oct., and Shanghai 18th Oct., Mails and Gen.—C. P. R. Co.  
Falk, Nor. s.s., 1380, G. M. Gundersen, 15th Nov.,—Canton 14th Nov., Coal.—M. B. K.  
Fiji, Nor. s.s., 803, C. Wagle, 9th Nov.,—Bangkok 30th Oct., Rice.—Agard, Thoresen & Co.  
Haimun, Br. s.s., 636, A. J. Robson, 16th Nov.,—Foonchow 13th Nov., Amoy 14th, and Swatow 15th, Gen.—D. L. & Co.  
H. K. Kong, Fr. s.s., 719, E. Coriell, 15th Nov.,—Haiphong and Hoihow 14th Nov., Gen.—A. R. M.  
Kohlschlag, Ger. s.s., 1113, C. Rosinsky, 16th Nov.,—Bangkok and Angkor 6th Nov., Rice.—B. & S.  
Kutsang, Br. s.s., 3110, R. C. D. Bradley, 15th Nov.,—Calcutta via Penang and Singapore 8th Nov., Gen.—J. M. & Co.  
Loosok, Ger. s.s., 1020, G. Schultzen, 14th Nov.,—Bangkok 7th Nov., Rice.—B. & S.  
Madeleine Rickmers, Ger. s.s., 1020, S. Simonsen, 14th Nov.,—Bangkok 31st Oct., Rice.—B. & S.  
Mercedes, Br. s.s., 2900, J. S. McGregory, 1st Nov.,—Weihaiwei 25th Oct., Gen. Stores.—Admiralty.  
Monteagle, Br. s.s., 3953, S. Robinson, 14th Sept.,—Vancouver 20th Aug., and Shanghai 11th, Sept., Flour, Lead and Gen.—C. P. R. Co.  
Neil MacLeod, Am. s.s., 901, E. Coriell, 19th Nov.,—Manila 16th Nov., Ballast.—Barnett & Co.  
N. S. de Rosario, Am. s.s., 715, M. Lopez, Blanco, 12th Nov.,—Manila 9th June, Ballast.—Barnett & Co.  
Nippon Maru, Jap. s.s., 3072, W. E. Filmer, 10th Nov.,—San Francisco 12th Oct., and Shanghai 8th Nov., Mails and Gen.—N. Y. K.  
Orchid, Br. s.s., 2206, G. Maddrell, 11th Oct.,—Canton 4th Oct., Coal.—J. & Co.  
Oscar II, Nor. s.s., 2000, Wilhelmssen, 14th Nov.,—Sourabaya 1st Nov., Sugar.—Agard, Thoresen & Co.  
Petchaburi, Ger. s.s., 1373, Gosewisch, 12th Nov.,—Swatow 12th Nov., Rice and Timber.—M. & Co.  
Prometheus, Nor. s.s., 1023, O. Cornelissen, 16th Nov.,—Swatow 15th Nov., Rice.—N. Y. K.  
Providence, Nor. s.s., 603, B. Skarred, 14th Nov.,—Bangkok 3rd Nov., Rice and Flour.—A. K. & Co.  
Ragnar, Nor. s.s., 1220, H. G. Nielsen, 2nd Nov.,—Rajang (Borneo) 26th Oct., Timber.—Agard, Thoresen & Co.  
Sarsogan, Am. s.s., 428, Villeria, 7th Sept.,—Manila 4th Sept., Ballast.—Order.  
Sungking, Br. s.s., 987, G. Pennefather, 16th Nov.,—Manila 13th Nov., Gen.—B. & S.  
Tamiu, Br. s.s., 1350, A. W. Outerbridge, 9th Nov.,—Manila 6th Nov., Gen.—B. & S.  
Telenachua, Br. s.s., 4800, J. H. Goodwin, 12th Nov.,—Tacoma via Yokohama and Shanghai 4th Oct., Gen.—B. & S.  
Tholina, Nor. s.s., 1188, F. Jager, 8th Nov.,—Samarang 15th Oct., Gen.—S. W. & Co.  
Tijmahl, Dut. s.s., 2470, N. de Bruijnen, 15th Nov.,—Macassar 5th Nov., Gen.—J. C. J.  
Tsurugan Maru, Jap. s.s., 4120, U. Nagatsu, 15th Nov.,—Kuchinotzu 17th Nov., Coal.—M. B. K.  
Wakamatsu Maru, Jap. s.s., 2778, N. Gode, 14th Nov.,—Moji 6th Nov., Coal.—M. B. K.  
Wongkoi, Ger. s.s., 115, W. Rehn, 12th Nov.,—Bangkok and Angkor 3rd Nov., Rice and Gen.—B. & S.  
Yakima Maru, Jap. s.s., 2040, K. Muto, 15th Nov.,—Moji 10th Nov., Gen.—Mitsui Bussan Kaisha, Ltd.  
Yuna, Am. s.s., 469, H. Nelson, 16th Oct.,—Amoy 14th Oct., Ballast.—Yung Chung.

## SAILING VESSELS.

Arrow, Br. 4-masted b.g., 2770, D. McDennell, 14th Nov.,—New York 10th June, Case Oil.—S. O. Co.  
Eclipse, Br. b.k., 2968, J. McBryde, 2nd Oct.,—Canton 1st Oct., Ballast.—S. O. Co.  
Ekasanta, Br. ship, 1670, Wm. McBryde, 12th Oct.,—Manila 13th Sept., Ballast.—Order.  
I. F. Chapman, Am. ship, 2013, R. Banfield, 25th Aug.,—Manila 15th Aug., Ballast.—A. K. & Co.  
Prince George, b.k., 472, A. R. Anderson, 18th Oct.,—Manila 16th Sept., Old Iron.—Order.  
S. P. Heitcheck, Am. ship, 3086, S. L. Zert, 1st Sept.,—Manila 20th Aug., Ballast.—A. K. & Co.

## DOCK RETURNS.

**HONGKONG AND WHARF DOCKS.**  
H.M.S. Taku ..... at Kowloon Dock.  
Hongkong .....  
Heungshan .....  
Paul Benn .....  
H.M.S. Kent .....  
H.M.S. Otter .....  
Borneo .....  
Monteagle .....  
Sorsogon .....  
Hygeia ..... Cosmopolitan ..  
Dakotah .....  
Taming .....  
Chinkai Maru ..... Aberdeen ..  
Arabia .....

## SHANGHAI DOCKS.

6th November.  
Ichang ..... International Dock.  
Ella .....  
Hinsang ..... New ..  
Tientsin .....

## Steamers Expected.

Vessels	From	Agents	Due
Emp. of Japan	Shanghai	C. P. R. Co.	Nov. 18 9 A.M.
Tremont	Shanghai	D. & Co., Ltd.	Nov. 18 10 A.M.
F. Ferdinand	Singapore	S. W. & Co.	Nov. 18 11 A.M.
Fosa Maru	Singapore	N. Y. K.	Nov. 19 10 A.M.
Doric	Japan	O. & O. Co.	Nov. 19 10 A.M.
A. Exelmans	Singapore	M. M. & Co.	Nov. 19 10 A.M.
Gregory Apcar	Singapore	D. S. & Co.	Nov. 19 10 A.M.
Roon	Japan	M. & Co.	Nov. 20 10 A.M.
Glenny	Singapore	MCG & Co.	Nov. 20 10 A.M.
P. R. Luitpold	Colombo	M. & Co.	Nov. 21 10 A.M.
Tijlslap	Japan	C. J. L.	Nov. 21 10 A.M.
Lalsang	Calcutta	M. & Co.	Nov. 22 10 A.M.

## Ships Passed the Canal.

16th October—*Blomend, Beverlitch, Dismed, Perakawar, Saxonia, Albinga, Benitich, Cardigan, 20th October—Sado, Maru, Indulita, Ermit, Simoni, Prima, Heinrich, Oceana, Althoff, 23rd October—Glasgow, Glenroy, Promathia, 25th October—Glasgow, Nubia, Salate, Montgomery, Siberian, 30th October—Helms, Richmora, Pilsen, Prinz Regent, Luitpold, Oceana, Secura, Teucer, Forley, Namur, 3rd November—Gnetzen, Polynesian, Bango Maru, Kanagawa Maru, 6th November—Ambrisa, China, Hohenstaufen, Cyclops, 10th November—Machon, Nubia, Oceana, Ping-Suey, Slavonia, 13th November—Benduluck, Suedia, Banovan, Sophie Rickmers, Christiana, Indramaha, Prinz Eitel Friedrich, 17th November—Achilles, Glenrich, Indramaha, Kintuck, Palermo, Radnorshire, Yarra, Wakasa Maru, Kawachi Maru, Sikh, Prinz Ludwig.*

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## The Hongkong Telegraph

MAIL SUPPLEMENT.  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, NOVEMBER 17, 1906.

### VICEROY CHOW FU.

(12th November.)

Nothing more momentous or more calculated to influence the interests of Hongkong has been delivered than the speech of the Viceroy of the two Kwang on the occasion of the informal gathering of Chinese merchants and traders yesterday. It marks an era in Chinese affairs, as it predicates an enlightenment which was generally supposed to belong to European statesmen. None will appreciate the views of the veteran Viceroy more thoroughly than the Governor, and it is regrettable that His Excellency was unable to attend a gathering at which one and all of his favourite schemes were supported and endorsed. In the position occupied by the Viceroy, it is impossible to suppose that he was actuated by other than the clearest ideas when he referred to the railway question in South China. That is, beyond the shadow of a doubt, the prime matter for the two Kwang. It means trade and prosperity for the provinces over which Chow Fu is to rule; but it means more, for it implies prosperity for Hongkong. Seldom has a more statesmanlike speech been addressed to a gathering of Chinese, and seldom has a Chinese official allowed himself to express his thoughts in such direct language. It is fortunate that our representative has been enabled to provide a lucid account of the proceedings, for they are unquestionably of supreme importance to China as well as to Hongkong. Most people regarded the new Viceroy as an effete dilettante, but none can read his pronouncements without feeling that he has not merely a grasp of the affairs of his Viceroyalty, but also a sincere intention to conquer difficulties. Many of those present must have been astonished at the remarkable vigour and terseness with which His Excellency expressed his opinions, which to-day are the consideration of England; but more are under the dominance of his masterful will. In the retiring Viceroy we had a man who was ostensibly a modern statesman, although his policy of inaction led the Chamber of Commerce to adopt resolutions of a decidedly antagonistic character. But in Chow Fu—provided that he fulfils the role assumed at yesterday's meeting—we have one who recognises the fact that China cannot be regenerated from within, but rather from the multifarious influences of exterior ideas. When he said that the completion of the railway between Kowloon and Canton would give an impetus to the trade of Hongkong and "my own Country," the new Viceroy made a declaration which should charm the heart of the Governor. Now we are finished with theorists; the day of the passive obstructionist is past. Whether His Excellency the Viceroy will make good his statement that all petitioners may claim his personal attention—according to the speech we record in another column—is a different matter. There are many forms and formulae attaching to his office and it may be that he will find himself surrounded by circumstances which preclude his effective rendering of his remarks; but the idea is there, which, after all, is the main thing. The very fact that an official from Peking should comprehend the internal economy of the Southern provinces is proof positive of his ability and far-sighted understanding. We may take it that the railway schemes which attract the attention of the gentry and merchants of Canton will have the full support of His Excellency, and that the numerous ventures in which Cantonese capital has been invested will be encouraged and developed. Of course, it is usual and proper to aver that the latest Viceroy is beyond doubt the most efficient that has arrived, but we think that there can be no reason to question the fact that in Viceroy Chow Fu South China has received an addition to her forces of advancement which will mark a new epoch in her history. It will be difficult for His Excellency to abide by the high standard which he has adopted, but if even only half of his aims is accomplished a wonderful stride in progress will have been achieved.

### THE KOWLOON-CANTON RAILWAY.

(13th November.)

By a somewhat curious coincidence following immediately on the heels of Viceroy Chow Fu's declaration in favour of the Kowloon-Canton Railway scheme, the announcement is made to-day that the agreement with regard to the construction of the line has been signed by the Chinese Government. The negotiations on the subject have occupied a prolonged period and at one time there was reason to fear that, while outwardly supporting the scheme, the Chinese officials were inwardly antagonistic. Especially was that view corroborated by the fact that the proposal to construct a line to Whampoa was suggested and adopted in a breath, while the Kowloon Railway hung fire and seemed to be without favour. There is little doubt that the late Viceroy at Canton had many objections to the scheme, otherwise a start would have been made with the construction of the Chinese section; but now that his authority in the southern provinces has diminished it is to be hoped that no further obstacles will be placed in the way of the track. In fact, we may take it that the troubles of those who originated the scheme are now over and that His Excellency the Governor

will see his idea of connecting Canton with Hongkong by rail an accomplished fact. As the new Viceroy said, the railway will advance the interests of Canton as well as those of Hongkong, and a large tract of country which is at present largely lost to China will be brought into touch with the two great centres of commerce in the south and advance in prosperity accordingly. At present the New Territories are for the most part an Oriental Tom Tiddler's ground, beyond the range of the civilising influences of either Canton or Hongkong; but with the railway in active operation the people will be led to understand and appreciate the virtues of inter-communication and to profit thereby. It is common knowledge that the New Territories are a vast field of mineral wealth. As we reported previously, iron ore has been found in paying quantities and there is reason to believe that there is coal in abundance. So far nothing has been done to open up these mines, although prospecting licences have been granted by the Government; but when the difficulties of carriage are overcome then we may assume that capital will be invested and the mines exploited. It has long been a subject of remark that Hongkong is to a certain extent dependent entirely on the shipping. It is just possible that the construction of the railway to Canton may discover a hinterland which will give an impetus to the trade of the Colony and provide new sources of wealth for the community. At all events the line is bound to prove of advantage to the Colony, and we trust that a definite start will be made at the Chinese end in the very near future. Once it is made evident that the Chinese are prepared to carry out their part of the scheme with vigour, the British section of the road will be pushed forward with the utmost zeal. It is a happy augury for His Excellency Viceroy Chow Fu that he should take office with so many circumstances in his favour and we can only hope that these satisfactory prospects will continue through his reign.

### MEDICAL CERTIFICATES.

(14th November.)

An exceedingly unsatisfactory situation is disclosed by the remarks of a Magistrate in the Police Court to-day. It seems that there was a case in which a death certificate had to be produced in Court. The Counsel proposed to hand over a certificate signed by a Chinese doctor who had received his diploma abroad. The Magistrate promptly ruled that he could not take cognisance of a certificate issued by the doctor, and ordered the relatives to obtain a certificate from a Government medical official. Had the Chinese doctor been one of the quacks who deal in herbs and roots one could have understood the refusal of the Court to attach any value to the certificate; but in this case the Chinaman had passed the usual examinations in medicine in Europe and was fully qualified to issue a certificate which should have satisfied the Court. It does not appear that he was even afforded an opportunity to justify himself before the Magistrate, or state his qualifications, for the Court brusquely declined to look at the certificate. In this case the Chinese doctor may not deem it necessary to get his title recognised in a British Court, but what would have happened had the individual slighted been a graduate of Harvard or Heidelberg? It is morally certain that either one or the other would have maintained the dignity of his *alma mater* in face of all comers, and challenged the right of the Court to cast aspersions on the validity of his certificate. Of course it is right that the Court should scrutinise with care every certificate of death, in order that no loophole may be left for those who would throw dust in the eyes of the law; but there is no reason to believe that in the case in question there was any attempt to evade responsibility, or that the qualifications of the practitioner were other than unexceptionable. Lately there has been an effort to restrict the promiscuous practice of unqualified men, and vessels in the passenger trade must carry medical men who have graduated from recognised schools. It was customary not long ago for Indians to bring bogus diplomas, or diplomas that were not worth the paper on which they were written, to act as ships' doctors. They might have a smattering of medicine and a hazy idea of surgery—following the example of the old-fashioned skipper who gave his crew indiscriminately of the medicine chest, working through the easter oil until it was finished and so on through the remaining contents. But in the Straits Settlements the folly of having a doctor who knows as much or as little as the average old woman was realised and now vessels trading there must present certificates from medical officers who have the requisite degrees. But that does not mean to say that because a man is a Chinese subject or an Indian that he cannot adequately meet the requirements of the law. In these days there are hundreds of Chinese and Indian youths passing through the Universities of Europe and America with honour and distinction, and fitted in every way to take their stand by the side of Europeans and Americans. It is therefore all the more to be regretted that on their return to what may be termed their own country, to practise among their own people, they should be liable to abasement when any case treated by them comes before the Court. The matter is of considerable importance to the community, for if a doctor's certificate will not be accepted by Magistrate then that doctor should not be allowed to practise at all. He is not fitted to be entrusted with the charge of human lives—at least that would seem to be the theory of the Court, which is

in direct opposition to the judgment of the university authorities. Undoubtedly the Chinese doctor whose certificate was flouted has good cause to grumble at the arbitrary action of the Court in casting doubts on his diplomas and qualifications.

### THE STANLEY STREET WELL.

After two months, during which the majority had forgotten all about the matter, the Sanitary Board decided yesterday that the condemned well in Stanley Street should be closed to the public. Naturally this is very interesting information, after the report of the Government analyst who declared the water to be "excellent" and the report of the bacteriologist who said the water was not fit for use. It is now contended that the people in the district did not use the water for potable purposes. In that case what was the use of inquiring whether it was potable or not? Notwithstanding the assertion that the water is left severely alone by the cooks it should be remembered that if a Chinese coolie can fill his pails at the well instead of tramping a hundred yards farther along the street, it will require great mental restraint for him to avoid the well. There are many restaurants in Stanley Street at which large numbers of Chinese attend and if they were condemned to consume polluted water by the carelessness, it may be, of the water-carriers there was a possibility that serious results might ensue. Dr. Pearce reported that a man had been seen drinking the water from the well, and Mr. Hooper explained that that was to show how pure it was. But what we should like to learn with Mr. Hooper is whether the man is still alive. If the water was so very pure, that man may have gone on "surprisingly" consuming water which the bacteriologist found to be swarming with the microbes of half the diseases under the sun. The man may have actually flourished and fattened on what was really neat and drink, and forsaken his native haunts in order to linger in the vicinity of the well. Or again he may have become frightened at having to experiment with the excellent water and disappeared to Canton. Nobody could say whether the man was still alive and thus the Government analyst has fair reason to object because his principal witness for the truth of his assertion that the water compared with Schwepps or "pollinaris" had been allowed to depart instead of being kept under observation. In fact, there is no reason why the analyst should not defy the bacteriologist and dare him to produce the damning testimonial dead or alive. If the former it could be alleged that he had succumbed to the restricted quantity given him, while if alive that would be proof positive that the well was greatly maligned. As it is, the Board decided to close the well and now the people of Stanley Street will be deprived of one of their principal delights. We thoroughly sympathise with them, for once a community has accustomed itself to the pleasures of strong waters which need no addition to make them full-bodied, not to say succulent, it regards with disdain the thin, empty flavour of pure water, excellent though may be. Still the flat has gone forth and we need not suppose that all the people of Stanley Street can say or do will secure its revision. The victory therefore rests with the bacteriologist but perhaps the analyst will continue to argue his case for the edification of a delighted world.

### THE RISING DOLLAR.

(15th November.)

When the Governor of the Straits Settlements, on the advice of his financial advisers and with the concurrence of the leading bankers and merchants in the Straits, decided to adopt a fixed rate of exchange it was considered that a dollar at the rate of 21 1/2 in the sovereign would effectually safeguard the Treasury and induce confidence in trade by the absence of speculators in silver. Since the adoption of the fixed rate, however, a variety of circumstances arose which led to the steady appreciation of silver, and it is by no means clear that we are yet within measurable distance of the ultimate value which silver will reach. Indeed, it seemed plain that unless immediate steps were taken to diminish the intrinsic value of the dollar there was a possibility that the Government would find itself in the absurd and financially ruinous position of selling silver in the form of dollars at less than its actual value. That being so, there was only one course to pursue—to depreciate not the face but the intrinsic value of the coin and to provide, at the same time, for the maintenance of the selling rate. Accordingly, the Government of the Straits Settlements decided to reduce the fineness of the silver in the dollar, without making any alteration in its size or weight, and to provide for its commercial value by adopting not merely a gold standard but also a gold currency, which should invest the dollar with new properties, and inspire the business community with faith in the token coin. As will be seen from Reuter's message which we publish to-day, the question has been brought up in the House of Commons, but whether in the form of a question or as part of a discussion it is impossible to discover. The Under-Secretary of State for the Colonies declared that Lord Elgin had been strongly advised by Sir John Anderson not to abandon the fixed rate of exchange, on the ground that business would be dislocated and trade hampered. It must be apparent to everybody who has given the matter a second thought that to revert to the old fluctuating rates, which were governed by circumstances entirely outside the control of the southern Colony, would simply import chaos into the

financial standing of the Straits. Even those who had previously benefited by successful speculation in the metal would find themselves in a quandary of uncertainty, for with a double standard to consider the operations of importing firms might have been seriously affected. It was therefore well that the Government agreed to abide by their original resolution fixing the value of the silver dollar at a certain ratio to the sovereign. The only question that remained was to decide as to the fineness of the coin and an inquiry was made on the subject at a recent meeting of the Straits Legislative Council. The Colonial Secretary stated that the Secretary of State had informed them that the fineness would be altered from 900 to 800, but no alteration had been made in the size or weight; the Government was in correspondence with the Secretary of State with the view of altering the words "one dollar" to "one dollar 7/10." So that the Government will be prepared to pay seven sovereigns for every sixty dollars, which practically means that the exact ratio of 25.4d. in the £ will be maintained. By this means fresh stability will be given to trade interests and confidence retained in the token itself. No matter what variations occur in the silver market the Government and the people are safe from financial doubt or speculative uncertainty, and the coin itself is released from the fluctuations of the silver market. One of the effects of the action of the Straits Government is seen in the exchange rate. Only a few months ago the Singapore dollar was at 15 per cent. premium; to-day it is at 1 1/2 per cent. premium and should the advance continue the premium rate probably disappear. The effect of the rise in silver is admirably exemplified in the case of Siam. When Mr. Rivett-Carnac, the Financial Adviser, proposed to establish the currency of the country on a gold standard, he looked forward to the day when the tical should be valued at the rate of 16 to the sovereign, or 15 3/4 each. For many months the tical hovered in the vicinity of 20 to the £, but as silver appreciated the value of the tical increased until to-day it stands at 15 1/2 or slightly over 15 1/4 to the £. The result of this appreciation has severely affected the sterling paid men, but it has also adversely affected the exporter. Sellers of paddy are holding out for better terms, rice mills are being closed down and the outlook is extremely gloomy. While the labour required for the cultivation and gathering of the crops costs as much as it did when the tical was low, it has been found impossible to reduce the wages of the coolies now that the tical has advanced and there is no prospect of finding a way out of the deadlock. Undoubtedly the position is serious for those who being without a gold currency are dependent on the fluctuations of silver, but the Straits Settlements seem to have solved the problem and ensured the stability of her monetary system.

### LO! THE POOR INDIAN.

Within the past few months Hongkong has witnessed the arrival of scores of half-bred Indians who were on their way to Canada, where it was said an abundance of labour awaited them, and where their services would be justly appreciated. While the Indian coolies were in this Colony, their semi-nude condition and objectionable habits aroused a considerable amount of comment, and it is safe to say that most people were glad to hear that the various batches had sailed for the new world. But just as Hongkong had little use for the dusky tribes of the East, so it appears Vancouver, where the emigrants were dumped, is also decidedly averse to their presence. There is no false sentiment about the Canadians and no desire to split hairs on the subject of the Indians. It is quite true that the Indians are British subjects and all the rest of it, but they are not wanted in Canada at any price, and the Municipal Council of Vancouver, supported by the residents of that city, have expressed their views tersely and firmly. In fact, should any further gangs be brought from Hongkong they will not be allowed to land. That is the effect of the Council's decision, and a mass meeting of ratepayers had, according to the latest Vancouver papers, been called to consider the question of expelling the Indians. It had been understood here that the Indians were under contract to work when they arrived in Canada, but that appears to have been a mistake; at all events, scores have been found begging in the streets of Vancouver. One Indian was picked up in the street in the last stages of exhaustion which was due to starvation. The Mayor of Vancouver is reported as saying "that these men were a menace to public health under the conditions existing. They were also a menace to finances as they were destitute and had to be fed. Gangs of them ranging from 15 to 100 were looking for work and the condition was serious. Unless something was done many of them would die of cold and exposure. There were other reasons why these people were undesirable citizens." It was suggested that they should be deported to Ottawa, but as a councillor pointed out, even if they followed such a course the evil would not be remedied. Now comes the Vancouver *World* which expresses in an editorial the view of the citizens. The Chinese, it is argued, were bad enough because of their habit of working for wages on which a white man would starve, and their practice of sending out of the country hundreds of thousands of dollars which never came back. "But," continues our contemporary, "the Chinese do wash themselves occasionally, are known to bathe some, and wear clean clothes. But these Hindoos, with the leprosy and that most awful and deadly of all diseases, the bubonic plague, rioting in

their blood and infecting their garments, with their uncleanly habits and their disinclination to work as paupers as soon as they land on our shores and must not be permitted to continue their invasion, while those already here should be deported." It proceeds to submit that a rule which applies to natives of Hongkong should equally apply to immigrants from the East Indies. There is a scathing criticism of the Indians as a body; they are unfit for house servants, they are useless in the woods, they have been found deficient as miners, and above all they are not as a class likely to forward the advancement of Canada. "We want a class of immigrants who will settle here and become part of the social, business and political life of the country, who will take an interest in the advancement and settling up of the land, who will become permanent settlers, and who will shoulder a share of the responsibilities that attach to the making of a new country." It is a vigorous indictment against the Hindoo, and if it seems to err somewhat on the side of special pleading, it is obviously dictated in all sincerity, loyalty to country, and an understanding of what Canada wants. But, it may be asked, how is Vancouver to prevent the immigration of Indians who comply with all the requirements of the law? The general superintendent of one of the shipping companies taking Indians from the Orient to Canada has declared that: "So long as the passengers on the company's vessels comply with the immigration laws and pass the inspection of the Dominion government officials, the company has no right to detain them." But there are more ways than one of abating a nuisance. An Australian journalist has suggested a short method of dealing with the immigrants. He would proclaim Hongkong an infected port, with the result that emigrants would not be allowed to leave this Colony and ships would not come here to take them away. It was objected that a port could not be declared infected without a cause. The Australian, who stated that he was a journalist, replied: "It is easy to find a cause. These eastern ports are never free from some cause of infection and you find bubonic plague there all the year round." What wisdom and knowledge! The fact seems to be that there was no serious opposition to the entrance of Indians into the Dominion until it was discovered that a great number of them was starving, that many refused to work, and that the approach of winter would make them a charge on the community. The question is—Have these Indians no claim on Canadian contractors for inducing them to leave their own country by false pretences? Until we learn the result of the mass meeting of Vancouver citizens it is impossible to foresee what steps will be taken to rid the community of its incubus, but from the reply of the Colonial Secretary to the premier of Canada—which we publish in another column—it is clear Hongkong intends to wash its hands of the whole business. It is a most unsavoury subject for either the Hindoos have been wronged and blindly victimised or they have gone of their own accord to their fate. What will happen should the coolies be dumped in Hongkong on being deported from Canada should afford the Government food for reflection.

### VICEROY SHUM'S DEPARTURE.

Judging from the report of our correspondent at Canton, the ex-Viceroy of the two Kwang provinces has been behaving of late very much like an over-petted schoolboy. He shuns his quondam friends, simply because they are now under the rule of the new Viceroy. When it was learned that His Excellency Chow Fu was on his way to assume the reins of office at Canton, Viceroy Shum immediately packed his luggage and with all the despatch which a vigorous power of invective and a wide vocabulary could command, he made haste to reach the promised land of Whampoa. At Whampoa his reflections must have resembled in some degree those of Napoleon at St. Helena, for now that his glory has waned he must have pondered on the mutability of human affairs. Would his designs on the trade of Hongkong be supported by the incoming Viceroy? Would Whampoa become one day the premier port of the Orient? It might be so, but the Viceroy who had been the originator of the scheme, *sub rosa* it is true, but none the less the arch-promoter, would be forgotten, and the Viceroy holding office when Whampoa was linked-up with Canton would earn all the praise. And to show how the glory of the mighty has departed we have only to refer to the terms of the report in question. Once it was Viceroy Shum or His Excellency Ts'en Ch'un Hsuan, but now it is simply plain Shum. Not even at Whampoa was the ex-Viceroy allowed to remain in peace, for an erstwhile friend and companion, Admiral Li, hastened to bid him farewell, but Viceroy Shum, now of Yunnan, heard of the project and was back to Canton before the worthy Admiral had rounded the periods of his valedictory address. In Canton it might have been thought the ex-Viceroy was safe, but the fates were against him. Viceroy Chow Fu was informed of his predecessor's return and immediately sent an invitation to attend a farewell banquet which had been arranged in Shum's honour. With a hasty reply that he was too ill to appear in public, His Excellency made a masterly retreat to the Dutch Folly, but again he was pursued by the whole gang of newcomers, who were this time headed by Viceroy Chow Fu, himself. Once again the astute Shum foiled their efforts, and they had to return discomfited. Meanwhile the steamer *Anging* by which he had intended to



journey to Shanghai had to proceed to Hongkong for repairs, and the ex-Viceroy was momentarily in a quandary, but only for a moment. In a few hurried sentences, he unfolded his plans to his bewildered retinue, who were half inclined to resent this, as the ex-Viceroy had found himself on an unlooked-for bound for an unknown port. Eventually they arrived at Hongkong, but whether they entered the harbour or are spending their leisure hours cruising around the Colony remains to be discovered. The amusing fact remains that after all his declarations to the effect that he would not visit Hongkong at any price, the ex-Viceroy has been obliged by the misfortune which attended his journey to seek shelter in this most hospitable Colony, and not only that but he will journey to Shanghai on board one of the P. and O. liners. While there is no doubt that the administrative views of Chow Fu and Shum are diametrically opposed—the former holding that China will benefit by increased intercourse with western nations while the latter is equally confident that the salvation of China lies in the diminution of the foreigner from Chinese undertakings—it is rather surprising that the ex-Viceroy should make manifest his opposition to his successor. The better policy would have been to conciliate Chow Fu, interest him in his schemes and endeavour to win him over to the party which has for its motto—"China for the Chinese." His Excellency must recognise, if he gave the matter a second thought, that his refusal to accept the honours which his compatriots proposed to tender him, and his somewhat unceremonious departure from the provinces over which he has ruled with somewhat mingled success, to say nothing of the direct slight offered his successor, are not calculated to advance his political ends. It was not the Chamberlain who likened the Tsar to the devil, but the Disraeli who spoke of "peace with honour," who attained the highest pinnacle of diplomatic success. To a great extent the ex-Viceroy of the two Kwang passes out of our consideration when he leaves by the English mail steamer to-morrow, but there are possibilities that he may yet make a stir in the western province of China, should he come into conflict with the French Colonial officials.

#### CHINESE CANALS AND NAVAL CAPACITY.

Under the title "Chinese Cruises" we published yesterday the pathetic story of three shipwrecked Chinese sailors who had been picked up when on the brink of death by starvation—and when they had given up all hope of rescue by the steamer *Changfong*. They were in a world of pain, but under the care and attention of the officers of the *Namang* they quickly revived and related their story. According to the report which appeared in the *Singapore Free Press* of the 2nd inst., the men were part of a crew of eight of a junk that was wrecked on a lonely island of the Paracels Group, about 350 miles from Hongkong. The eight castaways suffered incredible hardships, living on roots and shell-fish, and drinking rain water from the crevices of the rocks. Three of the more daring spirits determined to tempt the sea once more—and, after ten days' hard work, they succeeded in constructing a frail raft of bamboo, on which they committed themselves again to the perils of the deep. For six days they drifted about and were almost dead when the *Namang* bore in sight and rescued them, in lat. 15° 36' N. and longitude 110° 30' E. Their trials were at an end, and they were hospitably treated, and taken charge of at Singapore by the Chinese Consul-General, who is to send them back to their homes. But our contemporary asks pertinently "What of the wretched five on the desert island within a day's sailing of the great British port of Hongkong?" The shipwrecked crew arrived in Singapore on the 2nd but it was not until the 6th inst. that full particulars were obtainable regarding the probable whereabouts of the island on which the castaways are probably still toiling out a precarious existence on the jetties they may find on their isolated rock. In the opinion of the Chief Officer of the *Namang*, the island on which the junkmen would be found is probably one of the Crescent group of which Triton and Money are the outlying islands, but as the coasts stated that they saw a hill in the distance it is conjectured that the castaways are on Lunan Island. The harbour authorities at Singapore seem to have been remarkably lax in taking any steps to verify the narrative related by the rescued Chinamen, and no effort appears to have been made either to send assistance to the "Cruisers" or to communicate with the Admiralty officials at Hongkong on the subject. Obviously, what should have been done was to authenticate so far as possible the truth of this somewhat sensational tale of the sea and inform the naval authorities here of the main facts. It might not have been possible for the Chief Naval Officer at Singapore to despatch any of the warships at that port to the Paracels, but the same difficulty does not exist in Hongkong. There are half a dozen cruisers and torpedo boats in the harbour at present which could have been sent to search for the missing Chinese, and even if their mission had proved fruitless it would have been none the less meritorious. Moreover, the Paracels are within a day's journey of Hongkong, and the cruise could not have affected the regular routine of a single unit of the China Squadron. It is unfortunate that the British fleet in these waters seems to be dominated by a spirit of red-tapeism which precludes independence and initiative. In the days following the Russo-Japanese war, merchant vessels from the north repeatedly reported that the difficult passage to Newchwang and Chefoo was rendered doubly dangerous by the presence of floating mines. Many vessels were sunk and many more damaged by the mines, yet although British merchantmen abounded in these seas and the trade of Great Britain was being menaced by the competition of Norwegian and Japanese steamers, the British fleet whose duty it is to protect British interests remained inactive. The suggestions made time and again that the

fleet might be more usefully employed in locating and sinking these engines of destruction than participating in pleasures of the port were passed unheeded, the squadron quietly lying at anchor in Hongkong harbour. But a more recent case, which is fresh in the minds of everybody, occurred, in which the amazing apathy of the naval authorities to the opinions of the people was displayed. The British ship *Anging*, with H. E. Viceroy Chow Fu and entourage on board, was expected to arrive at Hongkong within a specified period. Day after day passed and there was no sign of the *Anging*. Hardly a soul in the Colony dared hope that the vessel remained above water, but the British squadron made no sign. We submit that when fears began to be entertained as to the safety of the *Anging*—which meant the safety of the new Viceroy and his staff—it was the plain duty of the authorities to despatch a torpedo boat, if a cruiser could not be spared, to search for the delayed steamer. That is the very first thought that would have occurred to the Admiralty Lords in London, unless that august body has greatly changed—at least that august body has changed in an act of courtesy to China which might have had a very important influence on future events in South China. The squadron has been jaunting in the north all summer, the officers and men enjoying themselves in Japan, Manila and Saigon—why then could they not for once give up the allurements of society at the call of humanity? Now we learn that five Chinese sailors are stranded on a desert isle in the vicinity of Hongkong. It may be that until now the naval authorities here were unaware of the predicament of these men; in that case they may be acquitted of all blame, although it does not say much for the energy of the Chief Naval Officer at Singapore. But now that the facts have been spread broadcast it behoves the commanding officer of the Fleet to maintain the traditions of the Navy by acting in the information received and sending assistance to the marooned Chinese. As the *Free Press* says: "In the eyes of humanity, five Chinese fishermen are as valuable as five Europeans, and what would be done for one should be done for the other. But apart from that, the case has an unpleasant flavour because it may be typical of another case that may arise any day, in which the 'commercially' more valued European life would be at stake. If the *Namang* castaways escaped the notice of the authorities for three days, so might the case of any other set of castaways, and that is not creditable to the port or to the British name."

#### TELEGRAMS.

##### "HONGKONG TELEGRAPH" SERVICE.

##### VICEROY CHOW FU'S SAFE ARRIVAL.

(From Our Own Correspondent.)

Shanghai, 12th November, 1.35 p.m.

His Excellency Viceroy Chow Fu and suite arrived here this morning. The Viceroy is staying at Dutch Folly.

##### THE KIANGPEN FAMINE.

##### URGENT APPEAL FOR HELP.

(From Our Own Correspondent.)

Shanghai, 12th November, 2.10 p.m.

An urgent appeal is made for relief on behalf of the sufferers from the famine in Kiangpen. On page 3 of this issue we publish the full report of the Rev. Father Gai, S.J., of the distress prevailing in Kiangpen. It was through his report that the condition of the famine-stricken district in the North was first brought to public notice in Shanghai—Ed. H.K.T.

##### KOWLOON-CANTON RAILWAY.

##### BRITISH-CHINESE AGREEMENT SIGNED.

(From Our Own Correspondent.)

Shanghai, 13th November, 11.55 a.m.

The Agreement relating to the Kowloon-Canton Railway, which has formed the subject of prolonged negotiations between the Chinese Government and the British and Chinese Corporation, has at length been signed.

##### THE CHINESE IMPERIAL POSTS.

##### EXCLUSIVE CHINESE ADMINISTRATION.

(From Our Own Correspondent.)

Shanghai, 13th November, 11.55 a.m.

At the instigation of H.E. Tang Shao-yi the Chinese Imperial Posts, which had hitherto been under the Chinese Imperial Maritime Customs Administration, will be shortly detached.

The Postal Department will be made a separate establishment and administered exclusively by Chinese officials.

#### RIOTING IN CHINA.

##### SEVERE OUTBREAK REPORTED.

TROOPS SENT TO QUELL THE DISTURBANCES.

(From Our Own Correspondent.)

Shanghai, 14th November, 12.20 p.m.

Information which has been received from native sources states that serious rioting occurred at Heimen on Friday.

Boats are also reported to have broken out at Tsungyanghsien in the province of Hupeh.

Viceroy Chang Chih-tung has sent troops to the scene to quell the disturbances.

#### THE SHANGHAI TRAGEDY.

##### GERMAN SAILORS TRIED AND ACQUITTED.

(From Our Own Correspondent.)

Shanghai, 14th November, 12.20 p.m.

The German sailors who were involved in the affray with Japanese whereby two of the latter were fatally stabbed were court-martialled yesterday.

After hearing evidence the Court acquitted the sailors.

#### THE PEKING MURDER.

##### REWARD OFFERED BY THE POLICE.

(From Our Own Correspondent.)

Shanghai, 14th November, 12.20 p.m.

The police authorities at Peking have offered a reward of \$200 for the arrest of the murderer of the Englishman, Pless.

#### JAPANESE CONSULATES.

##### PROPOSED NEW STATIONS.

(From Our Own Correspondent.)

Shanghai, 14th November, 12.20 p.m.

The Government of Japan have decided to establish consulates at Simsbington and Chang hui in the immediate future.

Baron Goto has been appointed to take charge of the Government of the South Manchurian railway.

#### SHANGHAI SIKHS.

##### POLICE AGITATORS ARRAIGNED.

ACCUSED MUST FIND HEAVY SECURITY OR BE DEPORTED.

(From Our Own Correspondent.)

Shanghai, 15th November, 2.30 p.m.

As a result of the inquiries instituted by Major Hall of the Baluchi Regiment, Tientsin, and a jemadar into the causes which led to the recent strike of Sikh policemen in the service of the Shanghai Municipal Council, ten Sikhs were arraigned before the Supreme Court to-day.

The evidence adduced clearly showed that the accused were the actual instigators of the strike and intimidated the other Sikhs into joining them in their demands for increased pay.

It was also shown that only the timely arrival of Major Hall in the Settlement prevented another strike taking place.

The Crown Advocate asked the Court to require the accused to provide substantial security for their future good conduct, or, in default, to order their deportation to India.

Seven of the prisoners were ordered to find security in the sum of \$1,000 each, while the other three were required to find sureties to the amount of \$500 each.

Should the accused Sikhs fail to obtain the security required they will again have to appear in Court, when they will be dealt with in a manner befitting their offence.

#### THE JAPANESE NAVY.

##### BATTLESHIP "SATSUMA" LAUNCHED.

CEREMONY WITNESSED BY THE EMPEROR AND CROWN PRINCE.

(From Our Own Correspondent.)

Shanghai, 16th November, 2.40 p.m.

The Japanese battleship *Satsuma*, of 10,200 tons, was successfully launched at Yokosuka yesterday.

The Emperor and Crown Prince of Japan were present, and the

launching ceremony was witnessed by a huge concourse of people.

The greatest jubilation marked the occasion.

A congratulatory telegram was received from Lord Tweedmouth.

Only thirteen months have elapsed since the keel of the *Satsuma* was laid, which speaks volumes for the energy and celerity of the Japanese shipbuilders.

#### PRINCE TSAI AT MUKDEN.

##### CHANGCHUN OPENED TO FOREIGN TRADE.

(From Our Own Correspondent.)

Shanghai, 16th November, 2.40 p.m.

Prince Tsai arrived at Mukden on Wednesday.

Changchun has been opened to foreign trade.

#### A SOLICITOR'S TOUT.

##### AND HIS TYPEWRITER.

(From Our Own Correspondent.)

Shanghai, 16th November, 2.40 p.m.

There were no cases of any importance before the Honourable Mr. A. G. Wise, Judge, when he presided in Summary Jurisdiction at the Supreme Court this morning, but one case also occupied more of the attention of the Court than all the rest of the two dozen odd on the list put together. It was not the importance of the cause of action—it was but a trifling claim of \$150 for work done and materials supplied by One Chinese firm to another.

There were no solicitors engaged on either side, and when His Honour called for the writ then the trouble began. The details of the claim were supposed to be type-written, but it required more than an ordinary expert to decipher the extraordinary production put before the Court. Among the items were such remarkable productions as "Sis" for "Sis", "pip" for "pipes", "dofondots" for "defendants", "balanco" for "balance", "Materiosupho" stood for "material supplied", "diomoto" was not a new motor engine but "diameter", "Fihstribot" meant "Fish Street", and so on through just another list of general "Sis" for "Sis" and "Sis" for "Sis".

Very much to know who was the author of this remarkable document, and the plaintiff pointed to a man in the body of the Court, saying that he was his amanuensis on this occasion. His Honour called him up, and it was then found that he was what is commonly known as a "solicitor's tout", or street-corner lawyer. Addressing this individual His Honour said that he wanted no more of that kind of work put before the Court, and that he would not allow the time of the Court to be wasted in an attempt to decipher the curious hieroglyphics, and added that if the man desired to continue his "profession" he had better lose no time in investing in a new type-written. After some difficulty the plaintiff succeeded in proving his claim, and obtained judgment with costs against the defendant.

#### A WAG AND A NARRATIVE.

##### STUDENT'S EXPERIENCE AT MACAO.

(From Our Own Correspondent.)

Shanghai, 16th November, 2.40 p.m.

His coat ripped up the back, his hat missing, black and blue marks round his neck, looking a picture of misery, a Chinese youth, about eighteen years of age, dressed in foreign fashion, dashed breathlessly into the charge-master's office at the Central Police Station yesterday afternoon, shortly after three o'clock, and related a hair-raising yarn to Inspector Smith. He was a student, residing with his uncle and aunt at No. 13, Western Street. That morning his uncle gave him fifty dollars to pay a bill. Before going, however, he borrowed his uncle's gold watch and chain. Instead of going on the errand he took a trip to the Botanical Gardens. He went there to see "things". He was occupying the seat nearest to College Garden reading a pamphlet relating to "The Case of Gambel" when three men sprang out from the bushes near by and attacked him. One of the highwaymen seized him by the head and neck and pulled him in his seat while the other two stole his uncle's property. The robbers then disappeared the same way they came. He begged the police to help him to recover the property for, as he said, he had better report himself sick to his uncle than to tell him the truth.

Inspector Smith took down all the last and said, and directed the scene of the alleged robbery to investigate. The boy pointed out the place where he said he was "held up," but from the look of the place the detective could not discover any signs of a struggle having taken place there. His suspicions were then aroused. Searching the bushes in the vicinity the officer made a discovery which formed a clue in the alleged robbery. The boy's straw hat, crumpled up, was lying hidden among the bushes, and some distance away from that the detective picked up a few scraps of paper, which he pocketed. Then the detective examined the scraps of paper he had found and made them out to be part of a pawn ticket for a watch. Although the ticket was made out in the lad's name, which showed that he had pawned a watch some days previously, it had no direct reference to the present case. The police laboured for some time for the fully six hours, and were beginning to disbelieve the boy's yarn, when after much questioning he broke down and confessed that he had said was a tissue of falsehoods.

"I was afraid to go home when I lost my uncle's property and money, so I concocted the story," he said, sobbing loudly. "To tell you the truth," he went on, "I gambled the property away. When I got the money, and watch and chain from my uncle I took a trip to Macao and visited a *Yat-tan* shop. I laid the fifty dollars on four, hoping four would turn up. It did not. Two did. I then laid the watch on one. Four came up. I was desperate. All I had then was the chain, which I pawned between one and four. Three was the winning number and I was gone." He continued that the *fanton* man gave him the cost of his passage to Hongkong, and returning here he went to the garden and invented the story which he gave the police. The youth's uncle had arrived by this time, and after the boy had been severely lectured by the police, he was allowed to return with his guardian, promising the while that it would not occur again.

#### AT ABOUT NINE O'CLOCK ON WEDNESDAY MORNING

a little boy named Tang S. L., three years of age, was drowned in Yaumati River. He was playing on the deck of his mother's sampan, when he tripped and fell into the bay, disappearing immediately. The body was later recovered by the mother, who removed it to Yaumati Police Station, and from there it was taken to the morgue.

#### SHUM IN HONGKONG.

##### UNOSTENTATIOUS ARRIVAL.

LEAVES TO-MORROW BY THE P. & O. "DEVANHA".

(From Our Own Correspondent.)

Shanghai, 16th November, 2.40 p.m.

His Excellency Shum seems to be following the divine precedent in the mysteriousness of his movements.

Elsewhere will be found the account of our Canton correspondent showing the delightfully naïve game of hide-and-seek that his Excellency has been playing in those parts with his subordinates and fellow-officials of Kwangtung province.

After slighting his old hench-man and staunch supporter Admiral Li, Viceroy Shum seems to have gone to ground temporarily at the Dutch Folly at Canton having given the devoted Admiral the slip at Whampoa—and awaited his chance of crawling out thence without notice or molestation, with Hongkong as his objective.

This morning at an early hour unknown to us that at last Hongkong had the actual felicity of being the distinguished gentleman's host and from what we have gleaned later we learn that this happiness may be extended till to-morrow evening; though to the over-curious we may give one small piece of advice—Don't seek to see him, for you'll never find him. Viceroy Shum, with his secretary, staff, and slaves, has gone to ground again somewhere within the precincts of the Colony.

Our representative searched every river-steamers in vain for a record of his arrival, without success; but finally he managed to learn that his Excellency had come in during the small hours of the morning in the P. & O. revenue-cruiser *Sam Hing* and landed in a most unostentatious manner somewhere or elsewhere, with his staff of forty-three persons, all told.

His Excellency is accompanied on this occasion by a secretary who speaks only Chinese. Viceroy Shum has looked passages for himself, secretary and retinue by the P. & O. s.s. *Devanha*—Capt. Hider, N. R.—leaving this Colony for Shanghai to-morrow evening. His Excellency has engaged two saloons for himself where he will take his meals, one room for his secretary, and twelve berths in the first class.

In addition to these there will be eight of his junior officials in the second class, and fifteen servants will travel as deck passengers.

It is devoutly to be hoped that upon his arrival in the Northern port His Excellency will brace up a bit and make his advent a little more worthy of a Viceroy.

Before his appointment to Kwangtung he had always been conspicuously tactful and popular, and his bravery during the rebellion in Kwang-si in 1903-4, when he personally led his troops against the insurgents—was never questioned.

Captain Hider has made all necessary arrangements for the reception of Viceroy Shum on board the *Devanha*, and we understand that His Excellency will delay his embarkation till the last moment, in order that his departure may be more quietly and unostentatiously effected.

#### EVANES AN INTERVIEW WITH A MIRAL LI.

(From Our Own Correspondent.)

Canton, 15th inst.

As the C. M. S. Coy's s.s. *Anging* has returned to Hongkong for repairs, H.E. Viceroy Shum has decided to leave Canton this morning for Hongkong, and thence proceed to Shanghai, on board an English steamer.

Admiral Li Chuen paid several visits to Viceroy Shum, but his Excellency refused to grant him an interview. When Viceroy Shum proceeded to Whampoa, the Admiral journeyed thence to see him, but on hearing of the arrival of the Admiral, the Viceroy at once returned to Canton to the Dutch Folly. It is quite unaccountable for the Viceroy to show such unfriendliness to the Admiral, who has been his staunch supporter throughout his term of office.

#### NOTHER EVASION BY VICEROY SHUM.

(From Our Own Correspondent.)

Canton, 15th November.

H.E. Viceroy Shum, and his officials invited H.E. Viceroy Shum to a farewell dinner, but on the plea of ill-health, Shum refused their invitation. Yesterday afternoon at 5 o'clock, Viceroy Shum, the Provincial Treasurer, Kwangchow-Prefect and other officials assembled at the wharf and went on board the Chinese gunboat *Kwong On*, and proceeded then to the Dutch Folly, to bid farewell to His Excellency Shum, but he did not receive them, so they returned to their yamens immediately.

#### H.E. SHUM'S FAREWELL.

##### AN EMOTIONAL SPEECH.

(From a Correspondent.)

Canton, 15th November.

Before H.E. Shum, ex-Viceroy of the two Kwang, left Canton, most of the military, naval, and civil officials called at his yamen to bid H.E. farewell and wish him *bon voyage*. After receiving the greetings of the officials H.E. Shum stood up and thanked them for their kind expressions of good will towards him, and said that China, at the present time, was a very difficult and even troublesome country to administer. There were so many and varied difficulties always besetting the path of an official who endeavoured to conscientiously and impartially perform those duties imposed upon him by law, for what satisfied and pleased one section of the people might vex and enrage another section, and it was almost impossible to steer a middle course. There were some additions of their duties which it was impossible for them to carry out, while, again, there were others which it was repugnant to them and against their own feelings to have performed, though the law required that such things should be done. H.E. Shum spoke so strongly that all his hearers were struck with the force of his language, many of them even being moved to tears. It is a rare feat for a retiring Viceroy to leave a good impression on his hearers, and he has ruled to call before him and make a farewell speech to them, but it is said that no such vigorous address had ever been made on a similar occasion by any Viceroy before, and it was listened to with marked attention by all present.

#### EVER SINCE H.E. SHUM HANDED OVER THE SEALS

of office to the Provincial Treasurer to keep until the arrival of H.E. Chow Fu, he has been a constant target for anxiety to get to Shanghai for his holiday. It was his intention to go in the s.s. *Anging*, but on account of the delay caused by the necessary repairs to her machinery at Canton, H.E. requisitioned the gunboat *Sam Hing*, and sails in her to-day for Hongkong, where he will tranship with his retinue to the P. & O. s.s. *Devanha* for Shanghai, sailing on the 17th inst.

#### WANTS LOAN OF \$3,000,000.

(From a Correspondent.)

Canton, 12th November.

As the time approaches for 12.2. Viceroy Shum's departure to his new seat of government, H.E. finds the finance of Kwangtung at a pretty low ebb, as he has drawn over

\$3,000,000 from the exchequer for public works in the Province, and now finds there are practically no more funds. Knowing this, and with a view to improving matters, and squaring up the accounts before turning over the reins of government to H.E. Chow Fu, H.E. Shum the other day invited Messrs. Tan Suk Choo, and Chin Su Kwong, representatives of the Pat Chua Tung and Tio Shun Cheung Banks, respectively, to dine with H.E. Shum at his yamen, in order to discuss the matter with those gentlemen, and discover what prospects there were of raising the required loan. H.E. Shum also invited Wei Yuan Yin Shiu Shu, an official of the yamen, to be present at this dinner party, at the close of which Wei Yuan Yin said, addressing the bankers above-named, that he was sorry to inform them that owing to H.E. Viceroy Shum's having to expend over \$3,000,000 on public works in the Province of Kwangtung, he found that province somewhat embarrassed financially, and H.E. Shum therefore desired them to come to his assistance, as H.E. Shum was a poor man, and personally unable to do anything to relieve the situation. Under these circumstances H.E. Shum requested that Messrs. Tan Suk Choo and Chin Su Kwong should arrange to fix him up a loan of \$3,000,000 to reimburse the Treasury for the amount which had had to be drawn for the public works of the province. Both those gentlemen, on behalf of their Banks, said they would be only too pleased to accede to H.E. Shum's wishes, and raised the loan asked for. But as the amount was somewhat large they must ask for time to set up the loan, but they would use every endeavour to be at expeditious as possible.

#### DEPARTURE OF H.E. SHUM.

##### SHORT STAY AT WHAMPOA.

(From Our Own Correspondent.)

Canton, 13th November.

H.E. Shum, ex-Viceroy of the two Kwang, and Viceroy-designate of Yunnan, left Canton for Whampoa, his luggage, etc., having been previously sent to Yunnan by the gunboat *Kwong-yu*. H.E. Viceroy Shum had the yamen put in order in readiness for the reception of H.E. Viceroy Chow Fu. H.E. Shum then arranged to wait at Whampoa for the arrival of the *Anging*, in which vessel he intends to proceed to Shanghai, where he will spend the month's holiday granted him by the Throne. Before he proceeded to Whampoa he requested the manager of the China Merchants S. S. Co. here to use all despatch in dispatching H.E. Viceroy Chow Fu's luggage, of which there is an immense quantity, and then send the *Anging* at once to Whampoa to embark H.E. Shum. His understanding that the latter intends to proceed direct to Shanghai without visiting Hongkong, or any other port en route. On account of the bulk of the personal effects of H.E. Shum and his retinue having already been despatched to Shanghai, the *Anging* will take in ballast before going to Whampoa, which will cause another delay in her departure.

#### STILL AT WHAMPOA.

(From Our Own Correspondent.)

Canton, 14th November.

H.E. Shum, ex-Viceroy of the two Kwang, is still at Whampoa, delayed there owing to certain portions of the machinery of the s.s. *Anging* having broken down, and having to be put under repairs. The breakdown is very slight, however, and the *Anging* is expected to be de-patched to Whampoa at an early date to embark H.E. Shum for Shanghai.

#### INDIANS IN CANADA.

##### THE SECRETARY OF STATE'S WARNING.

(From Our Own Correspondent.)

We have been requested to publish the following dispatch, dated 15th November, 1906, from the Secretary of State for the Colonies to His Excellency the Governor of Hongkong: "The Governor-General of Canada requests me to send you the following message: 'Some 2,000 people from northern India have arrived at Vancouver during the past season



















British bottoms and where British companies and individuals possess extensive vested interests, the value of British land and house property alone being estimated at well over £25,000,000.

"That strenuous efforts should be made in concert with the other Powers interested, toward securing the best site upon the south bank of the river for an international settlement to be controlled by national, not individual, representation."

"That it is not necessary the closest watch be kept at the present time upon the policy of other Powers with regard to any, or more, of them, seeking to acquire a concession upon the south bank of the river, the acquisition of which would undoubtedly place the nationals of such Power, or Powers, in a considerably preferential position, and that all possible steps be taken to prevent the acquisition of any such national concession or concessions."

The letter proceeds to point out the disadvantages under which British merchants at Newchwang have been placed as the outcome of recent events. The opening of railways in Manchuria is rapidly changing the trade routes into this great and fertile region and the nationals of the countries controlling those railways hold a commercial advantage which cannot be avoided.

An additional reason is found, here, for favouring the establishment at the port of an international settlement rather than a settlement of national concessions, in order that the terms of the settlement might be equally accessible to all. Other disadvantages under which Newchwang is labouring are enumerated as: "the evading of duties collectable by the Chinese Government on goods passing through the leased territory of Liaotung, and across the Northern boundaries of Manchuria, and by preferential railway rates."

After pointing out the "Treaties," the merchants could not help but feel that the three wars in twelve years, the progress of the Mar Churia has been truly phenomenal and it is generally recognized that this development is only in its infancy. Manchuria, offers a exceptionally promising field for British commercial enterprise, and British subjects resident in this port and already engaged in the trade feel confident that, granted equal opportunity and trading facilities, Great Britain can count upon taking a leading part in the ever-increasing trade of this great and fertile country, the area of which approximates to that of France and Germany combined.

Summed up in brief the British merchants of Newchwang ask no more than the equal opportunity which British merchants in China have ever been content to secure, and they do not express any grave doubt that it will be theirs again in Manchuria. Japan, which holds, by virtue of the war, the predominant power in the present in the Far East, has already pledged to achieve their restoration to China, with the corollary of the open-door to all nations. The railways under her direction cannot on that account be other than channels, for the conveyance of the produce and manufactures of the whole world. There will soon be relatively more "open ports" in Manchuria than in any other part of China and communication will be fully equal to those prevailing in China proper. Sir John Jordan, in the brief space since his arrival in Peking, has already shown, in several ways, his appreciation of the fact that British interest in China is first and foremost a trading interest, and that the opinions of the merchants, who have built up that trade are worthy of close consideration. After the handling by Sir John of the customs question, his sending to Shanghai of the Commercial Attaché, and finally his direct consultation of the Newchwang business community, it must be evident that the views of the China merchants are not always to find direct acceptance, they will at least receive sympathetic attention and weight—N. C. D. News.

## MURDER OF A PORTUGUESE IN PEKING.

The following telegram was published by the P. and T. Times of the 14th inst:—  
"Peking, November 14th.—Last night a foreigner was reported to have been murdered in the south-east district of the Tartar city. The body has been identified as that of a British subject named H. J. Pless, of the firm of H. V. Stone & Co., and murderer is said to be a Chinese."

From another source it is learned Pless was shot by a Chinese who has escaped, and that the body was buried yesterday.

As soon as the above information was received, the Daily News (Chefoo) telegraphed to Peking for further details. The following telegram was received in reply last night:

"Peking, November 16.—Harry Pless was murdered by a coolie near the Hatamen. There is already some motive for the crime except revenge as Pless carried a sum of money in his pockets when his body was found."

During the evening Pless was playing cards with friends when he was called out by a tick message. He was never seen alive again by his friends.

Recently Pless had trouble with a coolie whom he whipped. The coolie complained to the British legation and Pless, while denying he was in the wrong, agreed to pay damages to the man. This man is now missing. The Chinese and British authorities are investigating the matter.

Harry J. Pless was very well-known in Chefoo. He lived here several times in recent years and was engaged in various commercial pursuits.

In the autumn of 1904 he went to South Africa in the service of the Transvaal immigration bureau, and as he was thoroughly conversant with the language and was a valuable assistant. He returned to Chefoo last year, and remaining here a few months accepted a position with the British-American Tobacco Company and was engaged in travelling for that company between Hankow and Peking.

About 5 months ago he left the tobacco company to engage in business for himself in Peking under the firm name of H. V. Stone & Company.

When Pless first came to Chefoo he was in the Chinese maritime Customs service. The following detailed account of the murder of Harry J. Pless is taken from the China Times.

Further details as to the murder of Mr. Pless at Peking on Saturday night point to revenge on the part of a Chinese as the motive of the crime.

sight, and all the houses in the neighbourhood were closed, the inhabitants having been ordered by the report of fire-arms and being unwilling to run any risk of compromising themselves.

Dr. Kirk on examination of the body found that life was extinct. Death appeared to have been immediate. Two shots had been fired, one penetrating the jaw and passing out at the temple, while the other was embedded. The face was partly blackened with powder, indicating that the shot was fired within a few inches of the head.

The British consular officer at the Legation, Mr. Kirk, was informed, and took charge of the body. All the servants of the deceased were arrested and are kept in custody.

Suspicion does not rest, however, on the servants, but on a Chinese coolie who was employed at a house in the neighbourhood occupied by women of ill repute. Here had been some trouble between the deceased and this man, and Pless had whipped the coolie, who lodged complaint at the British consular office. Mr. Kirk had sent for him and told him he had advised the Chinese that Pless could be sued for assault. Pless said he was willing to pay a fine if ordered to do so, but he did not think himself at fault.

The coolie in question has disappeared. "Each has been made for him with a view to his arrest on suspicion of his being the murderer. The murder took place in a street under the Tartar City wall, not far from the Ha-ta Men. It seems clear that the deceased sent to his servant was a trick, successfully carried out in order to inveigle the victim into a spot where he met his death."

## JAPANESE IN SAN FRANCISCO.

REPORTED SETTLEMENT OF THE SCHOOLS QUESTION.

CONTRADICTORY REPORTS.

A San Francisco message published in Japanese papers states that the question of the exclusion of the Japanese children from the public schools in San Francisco is reported to have been settled. The settlement is mainly due to the earnest efforts of President Roosevelt. One hundred and three Japanese children are said to have been allowed to attend the schools together with American children from Wednesday morning, says the Japan Chronicle of 3rd inst.

The San Francisco Board of Education, continues the message, after a discussion for hours of the question of Mr. Pless, who had been sent from Washington, agreed to the wishes of President Roosevelt to repeal the order for the expulsion from the schools of the Japanese children as demanded by the Japanese Ambassador. The Board of Education, however, maintain that they are quite entitled by virtue of the act of the State of California to exclude all the Asiatic children from the schools.

The President of Roosevelt has sent a telegram to the Mayor of San Francisco, thanking him and congratulating him on the amicable settlement of the dispute.

A San Francisco dispatch published in the Jiji states that further agitation have broken out in America in connection with the anti-Japanese movement in San Francisco. The agitation alleges that the Japanese Government is buying extensive tracts of land in Texas, Louisiana, and California with a view to forming a self-sufficient Japanese Empire. The Washington Government indicates by the dispatch that it is making no move to support the Japanese, and declares that it is making no move to support the Japanese, and declares that it is making no move to support the Japanese.

It is interesting to note that Professor Tomizu, one of the "Seven Professors" who distinguished themselves for their chauvinistic declaration against the conclusion of peace with Russia, holds very moderate views on the present situation. In the following statement is attributed to him by the Jiji.

In my opinion, the only course available for the Japanese to reverse the situation in California is to forcibly remind the Americans loudly of a sense of justice and humanity, and appeal to the conscience of the American people who profess to be proud of their Christian civilization. A rejection by the Board of Education of the protest of Mr. Lynch, Japanese Consul-General, would appear to indicate the persistence of the Japanese Empire.

It can be offset by making repeated protests. These protests could be followed up by sending a strong squadron under Admiral Togo into the Golden Gate Bay for the purpose of making a demonstration. But such measures as these are not necessary, in view of the fact that the anti-Japanese movement is nothing more than a consequence of the labour question in a comparatively small locality in America. The only course to be taken by the Japanese is to guide the question to act under the strict guidance of the principle of justice, and do everything to attract public opinion and strive to induce the San Francisco authorities to reconsider their action. Even the people who claim to be Christians cannot remain unmoved when their personal interests appear to be endangered. In such a case, the English, French or Germans will not be less infuriated than the Americans. Even a trivial difference, when repeated, may result in irreconcilable discord. Anything which may lead to the disturbance of the friendly relations existing between the two countries must be studiously avoided. Any attempt on the part of the Japanese to arouse hostile feeling, against America and any retaliation is only to precipitate the nation into unending trouble. Professor Tomizu strongly advises publicity to keep his view well at heart. The other six professors are silent.

A San Francisco telegram dated the 1st inst, communicated to us by the Asahi, is to the effect that Mr. Meikal, Secretary of Commerce and Labour, arrived here on that day and declared that the action of the Board of Education of California is at variance with the provisions of the Treaty between Japan and America, which stipulates that all immunities and privileges granted to the people of the most favoured nations shall be extended to the Japanese. He settlement was arrived at in regard to the schools question.

## THE SUGAR INDUSTRY IN FORMOSA.

ENCOURAGING PROSPECTS.

In reference to the sugar industry in Formosa, the Osaka Mainichi has an interesting article. Our vernacular contemporary observes that there are at present three sugar refining companies in Japan—the Tokio and Osaka Sugar Refining Companies, which have recently been incorporated, and the Dai Nippon Sugar Refining Mill. In addition to these, two new companies are being formed in Yokohama and Nagoya, and the incorporated company is taking steps for the establishment of a branch mill in Nagoya, so that the sugar industry in Formosa is steadily increasing. All these companies have to look to Java for crude sugar. In view of this fact, the Government and the Formosan authorities have been putting forward efforts for the encouragement of the sugar industry in Formosa, but with little result, as the quality of crude sugar produced in Formosa has been found to be inferior in quality.

ately sugar cane has been imported from Java and replanted in Formosa with very satisfactory results. Crude sugar in an way inferior to that produced in Java being obtained. This has encouraged the formation of many companies in Formosa for the production of crude sugar, with a view to supplying the increasing demand in Japan, to checking the importation of crude sugar, and also in developing the resources in the new territory. The formation of such companies in Formosa is carried out under advantageous circumstances, as substantial subsidies are granted to the industry by the Formosan Government in accordance with the Sugar Industry Encouragement Regulations, in addition to a certain immunity in respect of the tax on sugar. This has led the Formosan Sugar Company to increase its capital from ¥1,000,000 to ¥5,000,000, and also the formation of the Oriental Sugar Manufacturing Company, the shares of which are on the market, and of a company projected by Messrs. Ando and Ogawa, while the incorporated sugar refining companies of Osaka and Tokyo, and the Dai Nippon Sugar Refining Mill, have been encouraged to establish branch mills in Formosa. These new companies and mills will not only undertake to reclaim waste land and cultivate the sugar cane themselves but intend to buy up small sugar mills at present carried on by Chinese or foreigners with small capital of ¥50,000 to ¥300,000. Each of the new companies' mills anticipated production of 120,000 to 130,000 casks of crude sugar annually.

Crude sugar at present consumed by the Tokio and Osaka Sugar Refining Companies and the Dai Nippon Sugar Refining Mill, amounts to about 250,000 piculs a month, and when the material required by the new companies now being formed in Nagoya and Yokohama is added, the total will be at least 250,000 piculs. Under these circumstances, even if all the new companies and mills projected in Formosa are put into full operation, they will scarcely be able to meet the demand for crude sugar in Japan.

In conclusion, the Osaka journal remarks that while it is maintained in Japan that too many sugar-refining companies are cropping up in Formosa, their number is, as a matter of fact, too few, and it is urged that, when experiments prove conclusively that crude sugar of good quality can be produced, the cultivation of the sugar cane must be encouraged and extended to the utmost.—Japan Chronicle.

## JAPAN-CHINA TRADE.

THE CAUSES OF PRESENT PROSPERITY.

Mr. Tosa, Managing Director of the Hanyu Steamship Co., speaking recently with reference to the prosperous condition of the Japan-China trade, attributed it to the growth of the purchasing power amongst the Chinese people, chiefly brought about by the rise in the price of silver and the lowering of shipping freight. Generally speaking, the economic conditions in China have been very favourable of late years, though the wholesale marketing of copper coin in order to relieve the financial pressure of certain localities has given an adverse effect to a certain extent. The keen competition which is now going on between the Japanese and foreign steamship companies has resulted in a great reduction of freight and passenger fares. The reason that the competition has not weakened the participants is because the reduction in freight and passage has resulted in a great increase in the quantity of cargo and the number of passengers, and thus the competitors are enabled to make good, to a large extent, what otherwise would be a ruinous loss. The lowering in freight has again created an increased demand for Japanese articles in China, and their export is rapidly increasing. However, distasteful the situation may prove to the steamship companies who are engaged in the competition, it will not fail to be very beneficial to the development of the China trade, and has established a hold on the market will most probably be an asset.

The present rise in the price of silver, continued Mr. Tosa, is by no means an insignificant factor in the encouragement of China trade. The fluctuations of silver are always influencing China trade, good or bad. In 1902 silver fell to 21 to 22 pence, and though it greatly recovered its price in 1904 it did not rise above 28 pence. Since November last year it had been oscillating in the neighbourhood of 30 pence, but it has risen above 32 pence. This has visibly increased the purchasing power of the natives and stimulated the demand for Japanese goods. Mr. Tosa concluded by urging that Japan should now take full advantage of this circumstance as well as the prevailing "oneness of freight" to extend the sale in China of the articles she can produce.—Japan Chronicle.

however, the hard worked engineers got to work a second time and again, in two days, reported temporary repairs had been effected. Thereafter the work went on as much as possible the course was again laid, for the French port and after three days of anxiety, the *Kitai* arrived at Cape St. James, from whence, as already mentioned, she was towed to Singapore by the *Cairo*.

The cause of the breaking of the thrust shaft, the most taxed of all the lengths of shafting, has not yet been definitely ascertained, but it is believed that the propeller struck some wreckage which was unnoticed in the dark and the sudden jar caused the thrust shaft, which with the thrust block takes the thrust or push of the propeller, to snap. As several of the propeller blades are broken it is quite possible this surmise is the correct one.

Great credit is due to Captain Jurgensen and his officers, and particularly the engine-room staff, for getting the *Kitai* safely into Saigon at a time when a sudden typhoon might have wrought a fatal disaster to the vessel. The *Kitai* will be docked in due course in one of the Tanjong Pagar basins.—Singapore Free Press.

## HINDUOS IN VANCOUVER.

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"East Indians being shipped to B. C. in large numbers under misrepresentation, respecting state of labour market. Feeling very acute against people responsible, as liable to be large mortality amongst destitutes. Please take such action as you may deem necessary to prevent further shipment."

One to Sir Wilfrid Laurier read: "City of Vancouver will not stand for any dumping of East Indians here. Mass meeting called to consider active preventive measures, unless definite authoritative assurance received that government has prohibited the importation of these undesirable immigrants. Both of these were signed by the Mayor. The Colonial Secretary at Hongkong replied: "Indians mostly in transit from India. Advice you should ask Canadian Government to approach Government of India."

Sir Wilfrid Laurier answered: "With reference to your telegram Government not proposed at this moment to take action, but will wait for further communication on the matter."

## COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Hongkong Bank \$810, National Bank \$47, Bank of China \$332, H.K. & M. Steamship \$271, Kowloon Wharves \$88, Shanghai Docks \$105, Hongkong Wharves \$122, Hongkong Land \$102, Battery Farm \$18, C. & S. \$19, Electric \$19, Tammy \$18, E. & W. \$74, Star Ferries (old) \$12, (new) \$17.

Sellers:—United \$775, Canons \$300, China and Manila \$23, Douglas \$40, Shell \$20, ports 3/1, China Sugars \$145, Raubers \$90, Hongkong Docks \$151, West Point \$50, Humphreys Estate \$14, Colons \$19, China Borneo \$10, China Privileges \$97, Ice \$236, Ropes \$23, China Light and Power \$10, A. S. Watson \$124, Powell \$8.

Sales:—China \$185, Macao Steamships \$27, India \$185, \$73, Cements \$19, Star Ferries (old) \$12.

Nominal:—Hongkong \$112.

## YARN MARKET.

In their report dated 16th instant, Messrs. Phirosha B. Petit & Co. write:—Our last circular was dated the 2nd inst., and as the market has continued closed under the concession to Chinese dealers, there is again nothing fresh to report.

At time of writing there is no indication what rates are going to be on the market re-opening on the 18th inst. when the extended concession to native dealers shall have expired.

During the past fortnight clearances have been rather slow and unsatisfactory, owing to harvesting operations in the interior and in the consuming districts.

Arrivals:—Per steamers Arratoon Apar, Lightning and Kuluane (from Calcutta), and steamer Ischia (from Bombay) of about 7,000 bales.

Shipments:—To Shanghai and Northern Ports about 3,500 bales.

Uncleared Stock:—About 30,000 bales.

Unsold Stock:—About 10,000 bales.

Exchange:—We quote, to-day, as under:—

India T.T. at Rs. 170 1/2 per cent. Demand " 171 1/2

London T.T. " Sh. 23 9/16d. Demand " 23 3/4d.

Shanghai " " Sh. 77 1/2d. Demand " 78 1/2d.

Silver " " 35 15/16d. per oz.

## TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 213 9/16 Do. demand 213 1/2

Do. 4 months' sight 213 1/2

France—Bank T.T. 210 1/2

America—Bank T.T. 55 1/2

Germany—Bank T.T. 23 1/2

India T.T. 170 1/2

Do. demand 171 1/2

Shanghai—Bank T.T. 77 1/2

Singapore T.T. 78 1/2

Japan—Bank T.T. 112 1/2

Java—Bank T.T. 112 1/2

Buying.

4 months' sight L/C. 214 1/2

6 months' sight L/C. 214 1/2

30 days' sight San Francisco & New York. 57 1/2

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30 days' sight Sydney and Melbourne. 24 9/16

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6 months' sight do. 23 9/16

4 months' sight Germany. 24 1/2

Bank of England rate. 32 1/2

Bank of England rate. 32 1/2

Beverage. 8 1/4

however, the hard worked engineers got to work a second time and again, in two days, reported temporary repairs had been effected. Thereafter the work went on as much as possible the course was again laid, for the French port and after three days of anxiety, the *Kitai* arrived at Cape St. James, from whence, as already mentioned, she was towed to Singapore by the *Cairo*.

The cause of the breaking of the thrust shaft, the most taxed of all the lengths of shafting, has not yet been definitely ascertained, but it is believed that the propeller struck some wreckage which was unnoticed in the dark and the sudden jar caused the thrust shaft, which with the thrust block takes the thrust or push of the propeller, to snap. As several of the propeller blades are broken it is quite possible this surmise is the correct one.

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**Shipping.**

Vessels in Port

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